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# Welcome

January 2016



## KEEPING US IN SUSPENSE

*What will the new Defender will be like?  
For example, will it have air suspension...*

**C**an it really be a decade since the Range Rover Sport stormed onto the scene? And is it really 45 years since the Series III made its first appearance? They say you're getting older when policemen start to look younger, but I tend to measure the passing of the years by Land Rover landmarks – and the decade that has elapsed since the launch of the Sport has gone by in a flash.

The Sport's subsequent success has assured it of a place in Land Rover's all-time hall of fame. Meanwhile, the enduring longevity of the Series III means it is winning over a whole new generation of enthusiasts who weren't even born when it was launched in 1971. In fact some young SIII owners have *parents* who weren't even born then!

When the Series III went out of production, we knew what would be replacing it because the Ninety and One Ten had already been on sale for a year or two. If only we had that degree of assurance regarding the eventual successor to the Defender.

With production of Defender at Solihull now over, we're all on

tenterhooks wondering what will replace it. What will it look like? Will it be a monocoque construction? Will it abandon beam axles for independent suspension? Come to that, will it have air suspension?

That sounds like a dramatic departure for the Defender we know and love, but as we found out this month, air suspension can greatly enhance the Defender's ability, on and off-road. You can read the full story, starting on page 44.

And of course we'll keep you informed of all developments regarding the new Defender, as soon as we hear about them.

Happy Land Rovering!

**"We found out that  
air suspension can  
greatly enhance the  
Defender's ability,  
on and off-road"**

*Dave*

**EDITOR**  
DAVE PHILLIPS  
dave@lrm.co.uk



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## DEFENDER AIR SUSPENSION ON TRIAL



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\*Based on the 2008.

**CONTRACT** Ed Evans, a freelance writer for Land Rover Monthly, is the author of the book 'The Land Rover Defender' and is also a regular contributor to the magazine.

**BRITPART** 156

**WHAT IS GALVANISING?**

Galvanising is a process of electroplating a piece of metal with a thin layer of zinc to protect it from corrosion. It is a common method of protecting steel from rust and is used in a wide range of applications, from car body panels to industrial structures.

**STORY SO FAR**

In the previous issue, we saw how the body of the Range Rover was stripped down to its bare metal. Now, it's time to galvanise the body to protect it from rust. This is a crucial step in the restoration process and will ensure that the car is protected from the elements for many years to come.

**1** The first step is to clean the body thoroughly. This is done using a wire brush and a high-pressure water jet. This will remove any dirt, grease, and old paint from the surface.

**2** The next step is to apply a primer to the body. This is done using a spray gun and will help to protect the metal from corrosion.

**3** The third step is to galvanise the body. This is done by dipping the body into a tank of molten zinc. This will create a thin layer of zinc on the surface of the metal, which will protect it from rust.

**4** The final step is to paint the body. This is done using a spray gun and will give the body a finished look. This will also help to protect the metal from corrosion.

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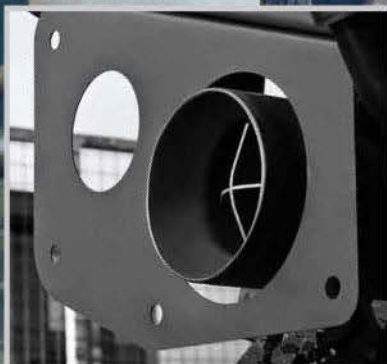




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# UPFRONT

Land Rover news from around the world - compiled by Joe Diamond

## TOPELESS EVOQUE ON TEST



**THE FORTHCOMING** Range Rover Evoque Convertible has successfully completed its final phase of testing ahead of its global unveiling in November, Land Rover has announced.

Dubbed as the 'Convertible for all Seasons', the Evoque Convertible was put through a rigorous off-road testing programme at Land Rover's Eastnor Castle estate, Herefordshire, ahead of its eagerly anticipated release in Spring 2016.

Before hitting the forecourts, the Evoque Convertible will be unveiled in the flesh for the first time later this year at the LA Motor Show on November 20-29, where the car will mark a return to Land Rover's heritage of building soft-top off-roaders, particularly during the mid-20th century.

While official details are still lacking, the Evoque cabrio is set retain the same steel chassis that adorns its fixed-roof alternative, albeit with further strengthening beams to maintain rigidity. Such strengthening is set to tip the kerb weight over the 1700 kg mark, however Jaguar Land Rover's latest Ingenium engine family should mean that efficiency is still impressive.

To address the issue of being more exposed in the new Evoque, Land Rover has developed a clever Roll Over Protection System, designed to protect drivers and passengers in the event of a roll, while remaining unused in extreme off-road situations.

Mike Cross, Land Rover Chief Engineer, said: "Land Rover prides itself on being a class leader when it comes to all-terrain capability and the Evoque Convertible is no different. Thanks to a combination of innovative engineering and the application of advanced technologies, the Evoque Convertible will deliver a dynamic and assured SUV experience that has been tested around the world.

Prices for the new Evoque Convertible are set to start from around £40,000 when the car goes on sale.

**THE LAND** Rover Defender might be nearing the end of its production life, but one small engineering firm are proving there's still life in the old girl yet with a series of V8 Supercharged editions.

JE MotorWorks' latest work, the Zulu2 Super Defender, is the latest offering from the Coventry-based firm, with the British icon now capable of accelerating from 0-60 mph in five seconds.

Causing the performance increase under the bonnet is a forced-induction JLR Supercharged V8 as seen on the Jaguar F-Type. The new powerplant sees the Defender's standard 120 bhp upped to 475 bhp, leaving the car that first hit the forecourts in 1983 perilously close to the latest Ranger Rover Sport in terms of power.

Elsewhere JE have added a stainless steel exhaust system to make the Zulu2 sound as good as it looks, while a unique JE six-speed automatic gearbox sees that the increased power output is still delivered through the car's original 4WD system.

Handling has been improved thanks to racing dampers, new front and rear anti-roll bars, a limited slip differential and 285/60 R18 performance road tyres.

Each of the 25 Zulu2's currently being built will cost £150,000, with the final units set to be finished in tandem with that of the Defender's production line at Solihull, due to close down at the end of 2015.



## JE MOTORWORKS' LATEST WORK





**LETTERS**  
**PAGE 16**  
All your views  
on the Land  
Rover scene



**PRODUCTS**  
**PAGE 24**  
What's new in  
accessories, tools,  
clothes and gifts



**A 1973** Range Rover convertible with an exotic history is due to be sold at the forthcoming Silverstone Auctions' Classic Motor Show sale.

The rare drop-top will face auction at the event held at the NEC, Birmingham, where it is expected to fetch between £35,000 and £40,000.

Starting life as a 1973 Ranger Rover Suffix B, the car returned to the Solihull factory in the late 1980s, where it was converted into a soft top by Land Rover's Special Vehicle Operations department (SVO), before being awarded to its previous owner – on the back of a card game in the early 1990s!

Having won the car via a card game, that owner stored the car in a lock-up for nearly two decades, before the original vendor sought to find the car again in 2014. Eventually he found it in storage, still in fine fettle, and set about

## RARITY UNDER THE HAMMER

restoration. The rare right-hand drive edition has covered just over 62k and benefits from the recent eight-month, £20,000 restoration project, which saw the original 3.5-litre V8 petrol engine reinstalled, as well as several other enhancements.

It now heads to The NEC Classic Motor Show Sale in superb condition.

Arwel Richards, Classic Car Consignor at Silverstone Auctions said: "This classic Range Rover convertible conversion is a car worthy of the modern-day James Bond, but has a story akin to that of 007, too. Not only does this convertible conversion have unique provenance, but it's based on a truly superb early right-hand drive Range Rover Suffix B and has covered a mere 62,500 miles – I doubt you'll find one like this in the near future."

The 1973 convertible will go under the hammer on November 14.

## DEFENDER REDUNDANCIES

**450 STAFF** working on the Defender line at Land Rover's Solihull factory are facing voluntary redundancy ahead of the model's discontinuation.

Many workers on the Defender production line have already received redundancy offers, some of which have worked on the British icon for over 40 years at the factory.

The redundancies come despite a recent spike in production numbers of the Defender, with the Birmingham Post reporting earlier this year that output had been increased from 84 Defenders produced per shift to 125, to cope with the increase in demand for the car.

A statement from the company said: "Jaguar Land Rover would like to thank all Defender employees for their commitment in the final year of the model's production at Solihull.

"The company recognises some employees may not wish to make the transition to other manufacturing areas at Solihull when production of Defender ends, so we are offering voluntary redundancy to a small number of people."

Unlike modern car manufacturing processes,



the Defender's production line consists mainly of skilled workers building the car by hand, with only a handful of robots on the line.

Following the end of the Defender's time in Solihull, Land Rover has hinted that the car could still be built elsewhere in the world for markets outside the EU, where emission laws are far less stringent.

### NEWS BITES

#### NENE'S NEW WEBSITE AND ONLINE SHOP

**NENE OVERLAND** has opened a new website and online shop.

Featuring over 200 off-road cars for sale, the new-look site retains hundreds of parts and services, too.

The new, mobile friendly website can be reached at: [www.neneoverland.co.uk](http://www.neneoverland.co.uk).

#### CHELSEA TRUCK DOUBLE CAB

**THE CHELSEA** Truck Company has revealed its latest Defender Double Cab pick-up.

The Double Cab offering from Kahn Design benefits from stainless steel side vents, a new X-Lander front grille and 20" Mondial Volcanic Black wheels with 275/55 tyres.

Inside there are quilted black leather seats and a full leather instrument binnacle. It is on sale now for £32,875.

#### FRENCH CONNECTION?

**LAND ROVERS** of the future could be subject to French design, as talks between JLR's parent company Tata and PSA Peugeot Citroen gain momentum.

#### HERBIE WINNER

**THE WINNER** of December's Find Herbie competition is John Hemming of Winforton, Herefordshire, who found him hiding on page 74. Turn to page 17 to enter this month.



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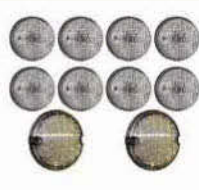


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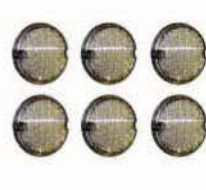
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## UPFRONT



... has been driving Land Rovers for over 40 years and drawing cartoons for *LRM* since issue 2. He lives in Epping Green, Essex.





# Readers' Letters

UPFRONT



## WHY I LOVE LAND ROVERS

I HAVE owned 14 Land Rover products over many years. Two Classic Range Rovers, two Discovery 1s, one Discovery 2, three Freelander 1s two Freelander 2s and three Defenders. Now I've bought an Ingenium-engined Discovery Sport SE Tech Auto – with my own money, which is a decision I don't make lightly.

Now, at the risk of being struck down by some Land Rover god, I just want to say what a marvellous vehicle it is.

I have no idea how it will perform off-road and it's unlikely that I ever will venture off the black stuff. I have a Defender for that. That's not why I bought it (and I'm sure it's the same for a lot of other new Land Rover customers).

So why did I buy one? It's very simple: I need a family-sized car with seven seats to accommodate our expanding family of grandchildren. I also need a suitable tow car for our twin-axle caravan and I need a

vehicle capable of coping with our harsh winter weather. We live in the foothills of the Grampian mountains, where the Defender is still the preferred working 4x4 choice amongst our rural community.

I now have a preference (age thing) for automatic transmission. I like its looks and quality feel. It wasn't cheap, but what is? Have you seen what they are asking for a Mondeo estate?

Finally, it's designed and built by a British workforce.

My point: will people please stop whinging about Land Rover's modern products. Like it or not, Jaguar Land Rover needs to make vehicles like these in order stay in business. The days of the Series III, original Range Rover and even our beloved Defender have gone, so get over it.

The British motor industry was very nearly obliterated by the likes of

British Leyland and others building stuff (badly) that nobody wanted. JLR have turned things round and are now a very successful company, building quality vehicles that people want to buy. We should be proud.

If people don't buy Evoques, Disco Sports, Range Rover Sports and the likes, you can kiss goodbye to any Defender replacement as there won't be any money to develop or produce it.

We as enthusiasts should be proud of what this company has achieved from a very difficult start. I know that you can't please everybody, but the detractors and doubters have had their say. The rest of us are getting a bit bored of it all. Embrace the future guys, before it swallows you up.

BTW, your magazine is still the best one out there.

*Gordon Robertson (via email)*

## 1958 FORWARD CONTROL?

FOLLOWING THE Windscale nuclear fire in 1958, fire service authorities reported to me at Alfred Miles Ltd (a subsidiary of Gloster Aircraft Company) that their vehicles were incapable of reaching destinations across farmlands, moorland, woodlands and similar areas. Could we do anything about it? Mr E W Shambrook, Gloster Aircraft Company's MD, ordered immediate investigations be made and that we get design proposals, and that I use discretion and start prototypes.

Initially I favoured a military half-track vehicle. Jack Harnett, a colleague formerly with Austin Motors, favoured a Land Rover, with altered seating, gear-brake-steering and load configurations to give the results I sought. His idea was technically brilliant and immediately accepted. Sadly, Jack died a week later, and I was charged with making hardware from some of his ideas.

Two Land Rovers arrived and hands-on work began: beefed-up tyres, brakes, springs and other important stuff would come later. Some very great ideas came from, among others, Phil Charlesworth, David Short and Harold Turner. Patents were duly filed and all design and documentation forwarded to Land Rover as the work progressed. There were also proposals for a £6 million association with Land Rover.

In secrecy, the systematically improved prototype fire-fighting vehicles were kitted out and tested. They went through the most rigorous regimes of variable terrain: climate, distributions of load, velocities, inclinations, etc. As progression occurred a variety of ideas for future vehicles emerged as Gloster-Rover talks of joint ventures went on.

At the 1959 Farnborough Air Show, the sales staff and directors had put on show three fine examples of our fire-fighting vehicles. On my arrival I saw a pair of feet pointing skywards underneath our still secret Land Rover prototype; the chap was busy

with pencil and notepad. I dragged him out and pocketed his paper. Bloody shirts, suits and threats followed from the MD of a rival company that built fire engine conversions.

I drove away and made a report to Ted Shambrook. The Alfred Miles directors were sacked the following week by Shambrook and Hugh Burroughs, then chairman of the Hawker Siddeley Group.

The other company won. Their long-standing agreement with Land Rover defeated all other intruders into their market.  
*George Lambert, Burscough, Lancashire*

**Land Rover expert Roger Crathorne says:**  
"Rover also made a 88in forward control and that prototype was still around in the early 1960s when I joined engineering. Rover's prototype never went into production because the design almost let the vehicle fall on its nose when descending steep slopes unladen. Rover only concentrated on the 109 Series II and 110 Series IIB."



## MY TDCI WAS A DISAPPOINTMENT

I BOUGHT MY my last Defender 90

TDCi 2.2 XS Station Wagon with 4500 miles on the clock. After only three days the engine management light came on and was taken back to be corrected. It happened again five months later, after I had only covered 1000 miles. After this I lost my faith and confidence in that Land Rover, so I sold it.

Over the years I have owned many Land Rovers. My first was a 1958 Series I, which cost me a grand total of £160, but was my pride and joy when I was 17 years old. Since then, I have owned 30 or 40 Land Rovers, including Series I, III and III, Defenders, Range Rovers and Discoverys.

Now, to say I am disappointed is an understatement.

How come the Defender, which has been around for many years, is marketed as a must-have Land Rover (and is featured most months on the front page of your magazine) – can turn out to be your worst nightmare?

My recent experience has left me sad and no longer a Land Rover owner.

Jeffrey Leigh,  
Sandiway  
Northwich

Sorry to hear of your experience, Jeffrey, but after all those years of happy Land Rover ownership it does seem a shame that you have given up on the marque because of one bad experience – Ed.



## NEW DEFENDER: WHERE IS IT?

ACCORDING TO your excellent coverage of the end of Defender production (*LRM*, December), Land Rover already has a new Defender waiting in the wings.

If that's the case, how come nobody has seen one yet? I can't think of any other new Land Rover model that hasn't been snapped by the paps and splashed all over the motoring press. And why wait until 2018 before launching it?

It's more likely Land Rover are playing for time as they still haven't got a clue how they are going to replace the iconic Defender.

Tony Bloodworth, Spalding, Lincolnshire

As you rightly say, pre-production Land Rovers are usually fair game to the motoring papazzi, who only have to hang around the M40 long enough to get their photographs. But this is usually in the final months before production begins.

For example, a few weeks prior to the 1998 launch of the Discovery 2, I saw a procession of D2s on the twisting B4451 between Southam and Gaydon, in Warwickshire. But they wouldn't been seen in public two years earlier.

When it comes to launching new models, Land Rover rarely gets it wrong. Let's hope the new Defender wows us all – Ed.

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# Your Pictures

## UPFRONT

When his 1992 Range Rover started to feel a little lonely, Adam Grant from Sacramento, California, added a 1988 Range Rover to the family



Occasionally when off-road John Pettit gives his dog, Ruby, some time behind the wheel. Barking mad



Brothers James and Brian Duffie give their Defenders – a 90 and a 110 – some quality time in the garden



When Kevin Robinson left the Royal Marines the first thing he did was buy himself this Defender 110. Wise choice



Gary Dunne parks his 2015 Defender 90 XS on a North Wales beach. Gary is production supervisor at JLR's Halewood factory



Diether Hofmann used his 200Tdi Discovery to tow his caravan to the International Naabtal campsite in Bavaria, Germany



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When the Blackwater u/12 girl's team won the county championship and reached the cup final, coach Paul Cullen got the girls to paint his Defender 110



While visiting the Irvine Retail Park, Bill Drury spotted this neat German-registered Defender 110



Jeronimo Tambucho is perched on dad Gustavo's Discovery 3 TDV6 SE. They live in Punta del Este, Uruguay



Colin Rawlings is giving his two boys a Land Rover education. Here they are changing the front brake pads on a Sunday morning



Not only does Ben Edwards from Devon have an impressive Ninety, the reg plate too is a head-turner



Ken Harper parks his 1988 Ninety in County Donegal, Ireland, at a place called Dooley Beach. *Beach?* Er, where's the sand then?



# Products

## UPFRONT



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TESTED

# CANFORD WATCH

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When Ian Elliot and Alex Brown make a new watch, they adopt the similar approach to Land Rover. It must be able to withstand a pounding. How do they achieve this? Individual parts are tested to their absolute max. Straps are stretched, stroked (many times) and soaked to simulate years of wear and tear. A ball bearing is dropped onto the mineral crystals to make sure they don't chip or shatter. Not once, but three times. A 3 kg hammer then hits the watches twice. If they survive all of this, they're submerged at 200m in water for 10 minutes. These chaps don't mess about when it comes to testing, they once buried a watch in the ocean for six months.

The Canford, one of the two Elliot Brown models, is available in 18 styles and three case finishes. I had the best-selling gunmetal grey cased 202-004 on test. To make sure the snipers don't see me its been sandblasted. I was given a nicely oiled black



leather strap with white stitching, but I have to say I prefer the soft green webbing strap. More practical for an outdoorsman like me. This strap has gunmetal rings that match the main case.

Unlike many other watches, the inner movement housing is made from steel and not plastic. This inner case floats within the outer case, on a series of elastomer spacers, which act as a shock absorbers. One could probably compare it to an air suspension system on a Land Rover. So if the watch does take a hard knock this system provides the necessary protection for Swiss movement.

The great thing about this specific Canford is that is that you can wear it while winching a stuck Defender in the Congolese jungle. You don't have to worry about getting it muddy, scratched or smashing it. It is quite hefty but this is due to it's solid construction inside and out.

As I do loads of camping and running about in the dark, the satin black dial with white graphics are a huge plus. And the bits that glow are pale green SuperLuminova, so they're clear and bright. This watch is not for a season or a year, it's the kind you keep for life, just like your Land Rover or wife.

**LRM**  
**REVIEW**

**REVIEWER:**

Patrick Cruywagen

**PRICE:**

£325

**WHAT WE LIKED:**

Strong case, 5-year battery life, green webbing strap, robust, pricing

**WHAT WE DID NOT LIKE:**

Nothing

**WEBSITE:**

[elliottbrownwatches.com](http://elliottbrownwatches.com)

**RATING:** ★ ★ ★ ★ ★





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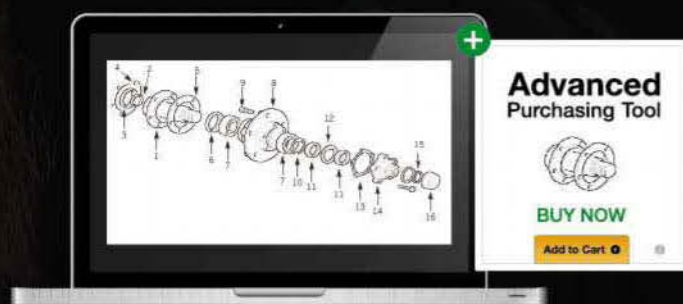
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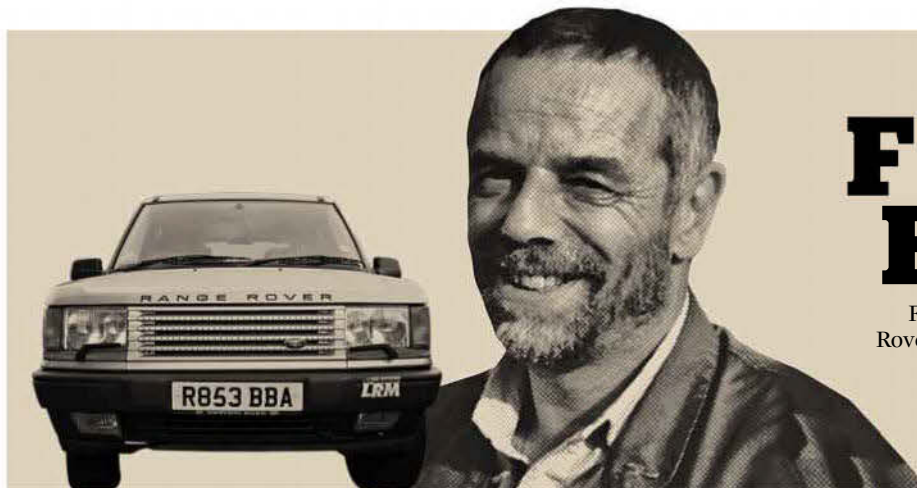
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# FRANK ELSON

Frank has been involved with Land Rovers for more years than he cares to remember. These days he drives a P38 Range Rover.

## Failing the test

**T**he story about VW fiddling the emission tests has given some of us a laugh – with the possible exception of those of you who own one of the VWs in question, I suppose. That's 1.2 million people who own various VWs, Audis, Skodas and SEATs in the UK – plus another 11 million worldwide.

Mind you, for many years it was an open secret that car manufacturers built 'special' cars for the emission tests – lightweight and specially-tuned. That's why the Euro test people began to buy cars in secret from showrooms rather than the original scheme, which was to order the manufacturers to supply vehicles for the tests. That's when cars started to turn up with no window winder mechanisms in back doors and no springs in back seats to save weight...

Testing aside, a certain Italian manufacturer had what they thought was a good dodge for a while. They detuned one of their models so that the emissions were really, really, low, but then the motoring press pointed out that the car was dangerous because it lacked power. There was a hysterically funny consumer TV programme a while ago when they tried rally drivers and racing drivers in the driving seat on one particular hill and the car still couldn't get up it.

It has also been known, at the UK MoT test, for a diesel vehicle to barely make it into the testing station, then after passing the emissions test, for it to be driven – slowly – round the corner where the owner would jump out and turn the fuel back up to a decent performance level.

An internet friend told me about a motorcycle company that specially tuned some bikes to be evaluated by a police department in the USA. Apparently, when the cops bought the by now normally tuned motorcycles, they weren't impressed.

Did you know that the Consumer Rights Act 2015, which came into power on October 1, gives buyers the right to reject and return faulty products in the first 30 days – including cars.

I can't help wondering how many high-end items (including cars) are going to be returned after, say, 28 days, well-used but with one fault, the cause of which will be highly suspicious. And I loved the quote from a Citizens

Advice spokesman who said: "Sellers and consumers can now deal with each other with much greater confidence."

Yeah, right. The scammers are working out the details even as I type.

By the way, whilst on the subject of consuming, did you know that the Sale of Goods Act runs for six years after a purchase? The Act gives consumers some rights to refunds or free repairs for up to six years after the purchase of an item. Mind you, these rights only apply if the product could reasonably have been expected to last six years or more and where it has been used properly, according to the manufacturers' instructions. You – the consumer – must also be able to show that a product has failed because it was not sufficiently robust when it was sold, which might require an expert report.

The scale of any redress is limited by the fact that the product has been used by the owner for a period of time. For example, the owner on a £500 TV that has been used for five years could not expect a full refund.

I do wonder, though, how certain car manufacturers would fare if, say for the sake of argument, their vehicles' emissions didn't match up to the claims. Not that it matters to me, with 4.6-litres under the bonnet of my beautiful and perfectly-formed Range Rover P38!

Mind you, I am still basking in the glow of a news report I saw that amid growing concerns about

vehicle emissions and air quality problems, car manufacturers are being urged to offer motorists autogas LPG-powered models.

Cars running on autogas LPG are significantly cleaner, emitting 80 per cent less CO2 emissions and 98 per cent fewer particulates than diesels. In Europe 17 manufacturers provide models running on LPG.

Filling up with LPG at 49.9p per litre gives my wallet a glow as well – except that I use my beloved Marjorie's credit card, so that's cashback and loyalty points as well!

Of course, what's the betting that if more manufacturers do start producing vehicles powered by LPG the politicians will turn on to higher rates of tax?

Well, it's been good while it's lasted. Anything that helps to eke out the pension payments, you know.

*"They detuned one model to make the emissions really low, but it was dangerous because it lacked power"*



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# DAVE PHILLIPS

Land Rover writer and enthusiast Dave has experienced all aspects of the Land Rover scene in every corner of the world

## How off-roading got easy

**N**early 15 years ago I got my first off-road drive in what was then the latest Range Rover – the third-generation L322. My passengers were Mike Gould, then press officer for Land Rover, and that off-road legend, Vince Coble. The venue was the proving ground at Gaydon and I was aiming for the biggest, deepest mud hole I could find.

A few seconds later, I was stuck. But instead of backing off the throttle, like you would in a Defender, I floored it. The electronic traction control went into overdrive, chattering and clicking away furiously as it delivered power, automatically, to the wheels with traction, while braking the wheels that would otherwise have spun fruitlessly. Moments later, it lurched forward and I was out of the quagmire.

Mike looked relieved. Vince looked thoughtful. As a professional off-road instructor, he was probably wondering whether the new technology would make him redundant.

A couple of weeks later, Land Rover kindly lent me another L322 to put through its paces in the most devilish bit of off-road ground I then knew. It was of an off-road site only ever used for extreme winching challenges.

My challenge was to take the L322 as far as I could through this muddy battlefield before it ground to a halt. Once it did so, the plan was to extricate it with the recovery vehicle – a Defender 90 brought along by Ben Duckworth.

Only it didn't happen like that.

While we were setting up the course, Ben drove the Defender to the point where we expected the Range Rover to get stuck. The only problem was, the Defender got stuck in the treacherous mud.

With the recovery vehicle hopelessly stranded, what were we to do? Remembering how the Range Rover had coped with mud a couple of weeks earlier at Gaydon, I set off into no-man's land, driving the Range Rover past the Defender. We then attached the recovery strop and I pulled it free, just like that.

That wasn't my first taste of Land Rover's electronic off-road technology in action. That claim to fame goes to Hill Descent Control (HDC), which was an optional extra on the first-generation Freelander in 1997. In this case, necessity

was the mother of invention. Land Rover's engineers were afraid that Freelander owners would take their new vehicles to off-road sites and set off on steep hill descents without the advantage of a low gearbox to provide engine braking. HDC simply harnessed the vehicle's traction control to provide electronic cadence braking.

Applying that early incarnation of HDC was a scary experience. The pause before HDC kicked in was nerve-shredding as you began to plummet down a vertiginous hill. And it was a bit too fast at 4mph or so. But it worked and so Land Rover's engineers have added it to new models ever since – along with a whole array of other driving aids, for both on and off-road driving.

Terrain Response made its debut on the Discovery 3 in 2004. It consists of a big knob in which you can dial in the sort of conditions you're facing – mud and ruts, sand or snow – and the vehicle's engine management system delivers the optimum throttle, transmission, braking and suspension settings to get you through.

The only vehicle that never enjoyed this astonishing level of electronic wizardry was the Defender. By the time you read this however, that model will be out of production and the new model, due in 2018, will almost certainly feature a staggering array of new technology.

Off-roaders have never had it so good. The only trouble is, the clever stuff makes it all a bit too

easy. Some argue that it has taken the skill away – and you can see their point. There's not much point in driving across an axle-twister or through a deep mud hole if you know the vehicle will pull you through regardless. Where's the fun in that?

Interestingly, if you go to any club off-road trial, or even a Pay & Play site, most folk are still driving old-technology Land Rovers. Behind the wheel of a Defender, Series, Range Rover or early Disco, you know that it's your skill that will get you through.

Worryingly, I get the impression that fewer owners are going off-road these days. I hope I'm wrong. After all, it would be ironic if all these supremely-capable off-road machines were never taken off-road.

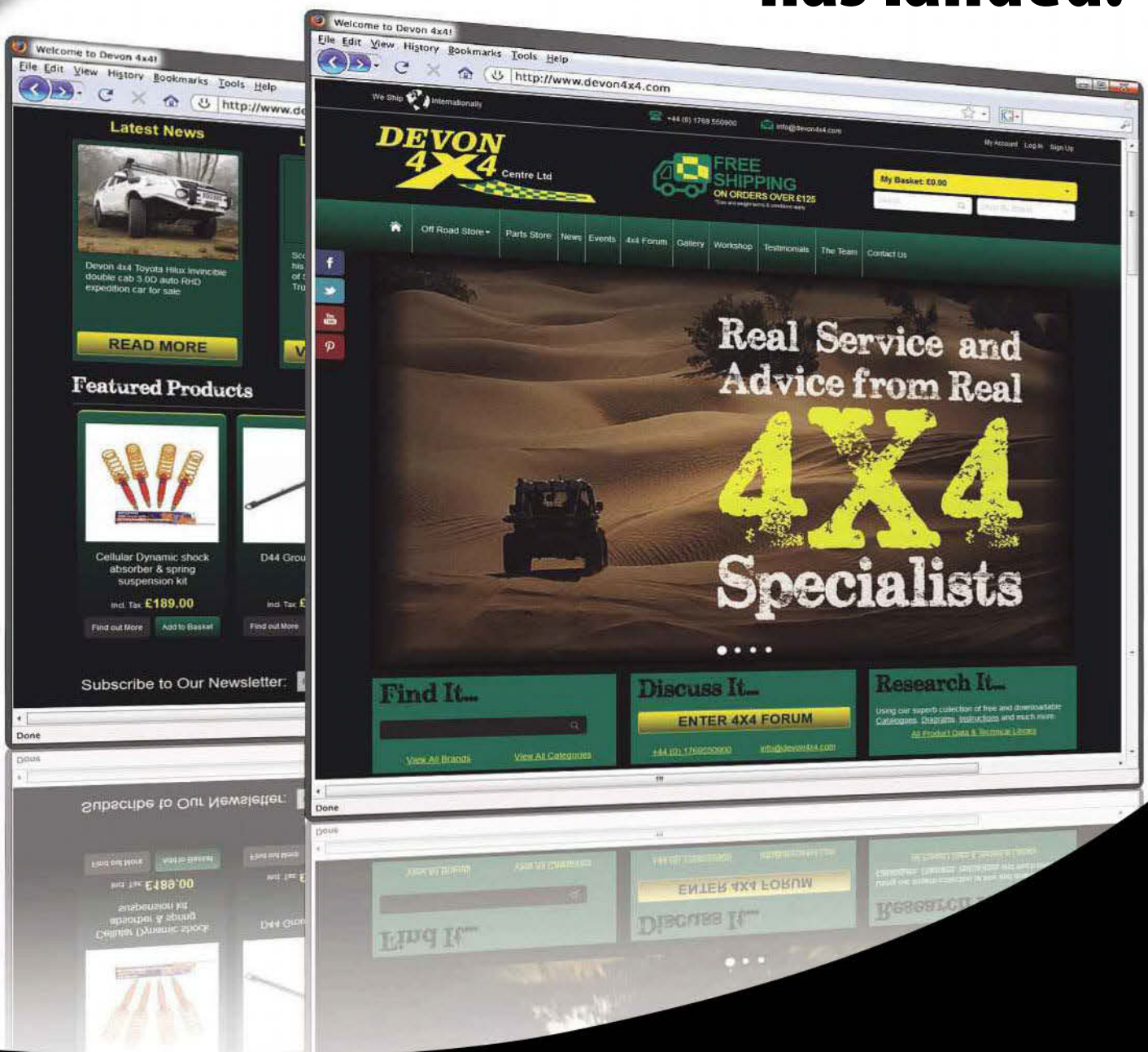
**“Off-roaders have never had it so good. The trouble is, the clever stuff makes it all a bit too easy”**





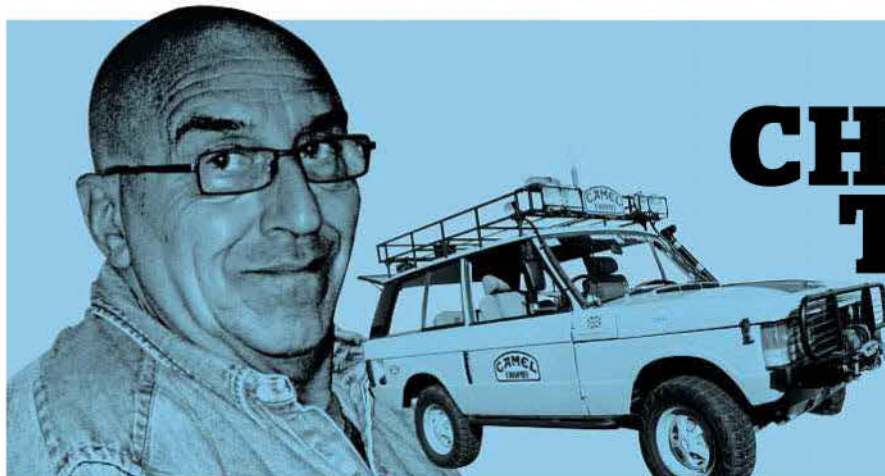
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# CHARLIE THORN

Off-road expert and ex-*LRM* contributor is back in the seat once again to talk about anything and everything Green Oval.

## Dashing about

**L**ately I have noticed a lot of social media and car magazine advertising for dash cameras. But you have to ask yourself if the footage they generate is admissible in court of law as evidence against another road user. According to motoring law specialist solicitor David Barton, it is.

Mr Barton, who practises in Kent and has achieved a reputation for assisting drivers to avoid long-term penalties, says his research has revealed that by 2020 there could be more than a million vehicles fitted with dash cams in the UK. And that, he claims, is a conservative estimate.

He says: "The road is now a constant challenge for drivers of cars, vans, lorries, motorcyclists and cyclists. These cameras are so small they can be fitted to cycle helmets. You can now buy a high-quality and discreet camera for less than £200 that will provide you with a constant recording whenever your car is in use. I suspect they will soon be as commonplace as sat-navs – and how long will it be before motor manufacturers fit them as standard?"

So while one good use for dash cam footage is for eventual evidence in court proceedings, there is another more common use of the footage: to highlight those road users with serious anger and rage issues.

We see daily social media posts of this modern phenomenon. These posts are designed to humiliate those motorists that are perceived to have lost it and the gone a bit too far.

I recently saw a post (that has subsequently gone viral) of a guy who claims to be a bare-knuckle fighter threatening to knock a motor scooter rider out.

Then there is another post of an angry van driver who forces a cyclist to stop before pushing him off his bike and into the gutter.

But the worst one has to be the van driver who pulls in front of a lorry then jams his brakes on and comes to a stop in the third lane of four. He then opens his door to abuse the truck driver!

These posts inevitably promote responses from those viewing them – some for and some against what they see. But don't forget that things could get a bit ugly if these guys who are being made to look foolish go in search of the

people that post these films as they look for retribution.

I did see one of these dash cams advertised with a live view on the back of it like a modern camera. This is dangerous, as the driver could be tempted to take a look if something noteworthy has happened. And that's not cool if you are supposed to be keeping your eyes on the road.

Either way, dash cams are here to stay – and it won't be long before millions of *LRM* readers have one.

■ Finding the right bits to keep my 36-year-old Classic Range Rover properly fettled is a bit of a monkey. This means that sometimes I have to go to breakers' yards – and how they have changed!

In days gone, you had to try walking in without getting savaged by a pair of huge, chained-up dogs that were inevitably on guard duty. They were normally so dirty and had so much grease and oil in their coats that if you were brave enough to try picking them up, you could stick them up on the wall. Then you had to face their owners...

The characters that owned these old yards all seemed to have – to put it mildly – a bit of an attitude. They would normally ask you something along the lines of: "What ya looking for, chief?"

The hardest bit about visiting the yards back then was trying to keep your footing as you slushed about in the mud and grease. The part you wanted was always on a car that was piled on top with two others crushed beneath it. So you

"The part you wanted was always on a car piled on top of two others crushed beneath it"

took your life in your own hands as you clambered up to reach it. And then you would have to get the tools out of your pockets to undo that part you just had to have.

We all moan sometimes about Health and Safety laws but you have to say in the case of vehicle breakers' yards (or should that be suppliers of recycled car parts?) they are so much better now.

Most of the car dismantling is on concrete floors, and a lot of the parts are already waiting for you all cleaned and shelved. I use one in Ramsgate, Kent, called Any Part International, who sell used Land Rover parts. It's a joy to go there – immaculately clean and all the parts are stacked on shelves from the floor to the ceiling, all clean and some of them bagged. What a difference from back in the day.



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## Troublesome S1

# HOMEMADE HEADACHE

**M**oving house is supposed to be one of the most traumatic experiences in life. But moving the Norfolk Garage was every bit as bad.

There was one vehicle I had to get roadworthy before I could pack up all my tools, and it turned out to be a bit of a horror. It was, or at least claimed to be, a 1955 Series I 86-inch soft top, which had come in some time earlier for a 200Di (That's a 200Tdi without the turbo) engine conversion. The owner was not in any great hurry to have it back, and I had a waiting list for good Tdi engines, so it languished at the back of the workshop for months, with an ever-widening pool of EP90 gear oil spreading underneath it. Finally, with three weeks to go before I was due to vacate the old workshop, I managed to get hold of a decent engine for the old beast and set to work. And pretty soon I found myself in a world of grief.

To say this vehicle was non-original was putting it mildly. There was a very tired and poorly Rover V8 under the bonnet, mated to a Series IIA gearbox (from a six-cylinder vehicle) via an adapter ring. For reasons unclear, the engine and gearbox had been moved back about four inches in the chassis and a new gearbox crossmember fabricated. The bulkhead was a DIY job, made up from box section steel, angle iron and aluminium plates, attached with a mixture of self-tapping screws, randomly-sized bolts and pop rivets. It was not so much a Series I as a homemade Land Rover Allsorts, using bits of everything.

It had three fuel tanks: two under the seats (welded up from old jerrycans) and a leaky Series III tank in the back. The wiring was mostly one colour and very badly executed.

On the plus side, the chassis was solid (although subject to being heavily patched over the years), front swivels and brakes were in good order bar a couple of seized wheel cylinders, and it had a nice new canvas roof. Being a 1955 vehicle it was MoT exempt, but I still had to make it roadworthy before it could leave the workshop.



**“The Series I was taken away to begin a new chapter in its eventful life”**

James and I set about removing the engine. The wings came off far too easily, with only about four bolts holding them in place. By the time I had removed 14 separate bent bits of aluminium sheet to get to the bellhousing nuts I had decided that the homemade seatbox and transmission tunnel would have to go, but that could wait until I had the new engine in place.

A dead Series IIA gearbox yielded a bellhousing to mate to the new engine, and removing the old bellhousing gave me a chance to rummage around inside the gearbox. All seemed in good order: even the synchromesh springs were still in one piece. So I bolted on the replacement bellhousing and set about craning the engine into the engine bay. Clonk! The back of the sump hit the chassis crossmember under the bellhousing, about two inches short of being able to mate up the engine and gearbox.

At this point I had a major sense of humour failure, threw various tools and bits of Land Rover across the workshop and went home. Next morning I fired up the big angle grinder, chopped out the offending crossmember and dropped the engine in. The engine mounts on the chassis had been moved back along with the gearbox crossmember, and to my surprise the mounting rubbers all lined up. That was the good news. The bad news was that the engine sat noticeably nose down in the chassis. I modified the mounting brackets to raise the front of the engine, and finally had it sitting nice and level.

Next job was to reinstate the missing crossmember; I had a detachable crossmember from a Discovery lying around waiting to be weighed in for scrap, so I cut this to fit, triangulated it using some very heavy steel channel and soon had a neat, strong crossmember tying the chassis rails back together. The triple fuel tanks were replaced with a single military-type tank under the driver's seat, supported on new outriggers.



Then I thought I'd better do something about the oil leaks. Everyone expects an old Series vehicle to leak a bit of oil, but not to leave large puddles on the floor.

There turned out to be four separate oil leaks. The front and rear differentials both needed new pinion seals – easily sorted. The rear oil seal on the transfer box had failed, and the felt star washer was missing from the output shaft. Again, no problem. And finally, the diff pan on the back of the rear axle casing was absolutely rotten, with more holes than a piece of Nottingham lace. Luckily I had a new one on the shelf. I had ordered it to repair a Series II axle casing, which had then been sent away for blasting and come back with holes in some very unusual places. The vehicle in question ended up with a Salisbury rear axle instead. The new diff pan fitted the Series I axle a treat.

Wiring next, and I had an unidentified Series wiring loom lying about. It had been hacked about a bit at the extremities, but the central section was sound. I managed to identify it as having come from a Series III Lightweight, and left-hand drive at that.

I removed all the tape from the outside, pulled out all the redundant wiring (hazard flashers, convoy lights and so on), added a few extra wires and taped it back up again. It fitted very nicely into its new home, connected up easily thanks to all the wires having standard Lucas colour coding, and everything worked first time. What a relief!

By now I was on a roll. I cut down a Series III transmission cover to fit the space between the bulkhead and seatbox, trimmed down a pair of old SIII floor panels to fit the available space, welded on a couple of new exhaust brackets to take a SIII exhaust system (with a fabricated front pipe to connect to the Discovery manifold), tipped a gallon of diesel into the tank and turned the key. The engine fired up instantly and all the

warning lights went out.

That left just the wings, front panel and radiator to sort out. The front panel was in a poor state; on a vehicle this age it is made from aluminium and had lots of fatigue cracks around the mounting points at the bottom. I strengthened it up with more angle steel, noted that the (SIII) radiator was only held on by two bolts at the top, fitted some more bolts into the appropriate holes, tried to drop the front panel and radiator into place – and found that it wouldn't fit. The front lower edge of the radiator fouled the front crossmember, which explained the absence of bolts. For the second time in a week I threw a tantrum and went home.

Driving into work the next morning I started thinking about how to solve this particular problem, and by the time I got to work I had an idea. I had a Series III radiator panel in the scrap pile – rotten along the bottom edge, but the supporting frame was sound.

I set to work with an angle grinder and soon had the Series III radiator support bolted to the Series I front panel. This moved the radiator back about an inch, allowing it to clear the chassis. And with that little problem solved I was able to plumb in the cooling system, wire up the front lights and horn and take it for a test drive. The truth would be revealed.

To my great relief it felt fine – frisky enough despite being on 3.54 differentials and big tyres, steered and stopped just like a Series vehicle should, and it managed to avoid developing any new fluid leaks. I rang the owner with the good news and the next day the little Series I was taken away to start a new chapter in its long and eventful life.

By strange coincidence, my first major job in the new workshop was to assemble another 1955 Series I. But this one didn't give me even a tenth of the grief that this home-brew special gave me. If I didn't try to rescue vehicles like this though, who else would be mad enough to do so?



## RICHARDS HALL'S TRADE TIP: THESE DOWELS ARE ESSENTIAL

ON THE 200Tdi and 300Tdi engines there are two hollow steel dowels between the cylinder head and block, which are quite fragile and often crack when removed. Do not be tempted to leave either of them out. Not long ago I had a 300Tdi Defender which was making a chuffing-type noise due to a failed head gasket. It had split between number four cylinder and the back of the block. On removing the head I found the rear dowel missing.

These engines have an aluminium head on an iron block. The metals expand at different rates, and without the dowels the head will tend to move relative to the block, stressing the head gasket and causing it to fail prematurely.

Part number for these dowels is ETC8352, and I generally replace them as a matter of course whenever I change the head gasket on one of these engines.

## NEEDLE IN A HAYSTACK



I AM writing this from the office in my new workshop in Banham. To my surprise my ancient IBM computer and even more elderly monitor survived the move, and I have a mobile internet connection of sorts, which should keep me going until British Telecom finally get themselves sorted and connect up the telephone line. The workshop is still a shambles (no change there, say all the people who visited the old place) but at least I have most of my tools where I can find them, and enough clear floor space to be able to work on a vehicle or two. Finding parts is another matter. James and I put up a large amount of Dexion shelving (acquired cheaply as a job lot some years ago, and indestructible), but every inch of it is now stacked with unlabelled boxes of assorted Land Rover bits. I had no idea I had quite so much stuff, and trying to squeeze the contents of a 4000 sq ft workshop into one less than half the size is a frightening prospect. I might even have to throw some stuff away...



## STARRING ROLE

MOVING TO new premises meant my 1987 One Ten has done more miles in the last month than in the previous year. Much of that was with a ton or more of stuff in the back and a fully-laden trailer behind. The old beast didn't miss a beat and still bettered 30 mpg. Sometimes we take for granted just how practical and usable these old vehicles are. I must treat it to the power steering conversion I have been meaning to do for ages.







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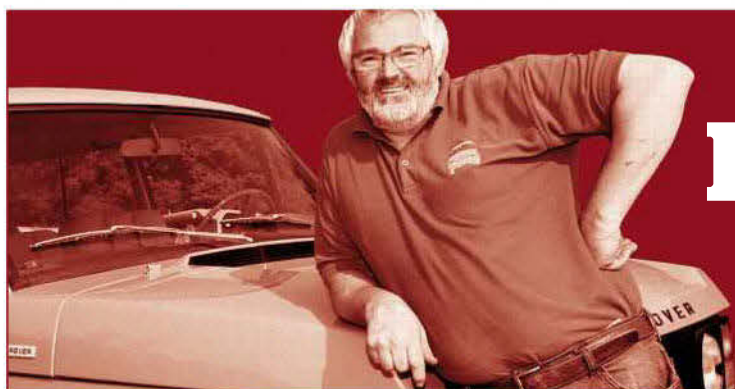
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Rubber Mats (RHD) .....	TRM1119R

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Guard Divider .....	TDG1348D
Boot Mat .....	TBM1081
Rubber Mats (RHD) .....	TRM1119R
<b>Range Rover Sport [L320]</b> (2005-2013)	
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Guard Divider .....	TDG1394D
Rubber Mats (RHD) .....	TRM1120R





# Dunsfold Diaries

By Philip Bashall



## FINDS AND DISCOVERIES

*Rare Land Rovers are still out there waiting to be discovered, says Philip Bashall*

**A**S I write there's a G-registered Discovery three-door for sale on eBay with a BKV factory registration. It's a bit rough but it's being advertised with a Buy It Now price of £1000. At first, I thought it might be a really early example that pre-dated the G-WAC press launch vehicles. Having done some checking, I've discovered that it's not quite as early as that – but it's still a factory-registered three-door, and worth saving.

I'm quite a fan of eBay. A lot of people slag it off, claiming it's full of overpriced tat, but I've made some great discoveries (sorry!) on the site. If you post something on a club forum then you reach maybe a few hundred people. Put something on eBay and the world gets to hear of it, which means a lot of stuff gets saved that would otherwise have been scrapped – like the Bertram Mills 'elephant' Series I that I talked about last month.

Then there's the Lightweight prototype that was described on eBay as 'an early Series IIA Lightweight'. It turned out to be one of six that had been built for evaluation by the Ministry of Defence. The vendor thought it was in good condition but really it was a shed: the chassis and bulkhead had suffered badly due, I think, to it having undergone sea trials early in its career.

We bought it sight unseen but we just had to have it for the Collection, regardless of the cost. Sometimes you just

have to take a deep breath and stump up the cash.

Not that you always have to spend much money to get something interesting. We paid £390 for a Freelander 50th Anniversary limited edition that was for sale on eBay. This one turned up very close to home; I was totally unaware of its existence but if I'd stood on a chair and looked out of my bedroom window I could have seen the place where it spent much of its life. The timing belt had gone and the valves were bent, but we replaced the cylinder head and it turned out to be a lovely car. It's not particularly special but these vehicles are the collectables of the future and are worth squirrelling away.

Some of the most interesting Land Rovers can still be found for sale in local newspapers. We have two rare Series IIs at Dunsfold that were found this way. Short-wheelbase chassis number two, which was despatched new in 1958 to Scotland but sold to Ipswich just two months later, was advertised for sale in the Ipswich local paper. A customer tipped me off and I went up to buy it the next day. We paid well over the odds for it, but hey, it was chassis number two. Unfortunately, we missed out on chassis number one, which surfaced in Stratford-upon-Avon just the other day and was bought by a club member.

Then there's the first production Series II LWB Station Wagon, which my fellow trustee Richard Beddall saw in the classifieds of his local rag when he was living in Wiltshire



**Facing page and clockwise below:**  
Some of Dunsfold's finds: Lightweight prototype, as found and after restoration; Freelander 50th Anniversary; Series II LWB Station Wagon no.1; Series I 2.25 test vehicle; Series II SWB no.2.



back in 1996. The owner didn't realise the significance of its 000001 chassis number, but he did make us pay extra for the 8679 AC factory registration. He argued, reasonably enough, that he could sell the plate separately for more than the vehicle was worth, so it was another case where we just had to grin and bear it, and pay the money. It was worth doing, because the Station Wagon was probably a factory demonstrator and is still in very original condition, so it's the perfect reference vehicle.

Sometimes you can even come across something really special at a public auction. Brightwells in Leominster, Herefordshire, is a big auction company that holds regular sales of 4x4s, so it's well attended by all the boys in the trade who know about Land Rovers. And yet a very early Series III Station Wagon with a factory XC registration and a prototype chassis number 109-111-3 went through and was bought by a tractor dealer, who just wanted the Perkins diesel engine out of it. Fortunately, this tractor guy recognised that he'd bought something a bit unusual and got in touch. UXC 624J turned out to be a pre-production Station Wagon that had been fitted with an experimental six-cylinder engine, which had been removed later and the Perkins diesel put in instead. We gave the tractor dealer what he'd paid for the vehicle, he kept the engine, and everyone was happy. It looks as though 624J is the oldest surviving Series III, and yet no one had picked up on it; no one had recognised it for what it was at the auction.

Talking about UXC 624J reminds me of one of our less successful purchases. We needed a replacement bulkhead for this vehicle, and found an ex-council Series III Station Wagon advertised on eBay. It was said to be in good condition with a perfect bulkhead, so we bought it sight unseen – and it turned out to be an absolute pile of crap. That's the danger of buying something without going to look at it first. But I have to say, for every bad purchase we've made, we've probably made eight good ones.

The phone call I had from someone clearing a storage unit in the North-East definitely led to one of our better buys. He said he had a number of old Land Rovers in one of his warehouses that needed shifting immediately, or they would be scrapped. No, he had no idea what they were, and

no, he couldn't take any pictures – but he was prepared to scan the front of the logbooks and email them to me. When I saw that one was a Series I with a factory registration and had been used for testing the 2.25-litre engine that was being developed for the Series II, I suddenly got interested...

It turned out that these were just some of the Land Rovers that had been bought by a prolific Norwegian collector, Ketil Oftedahl, but had not made it out of the country before his collection in Norway was seized by the authorities for, it's believed, unpaid rent and environmental concerns. So we made a deal with John Craddock that he could keep all the other vehicles as long as he secured a couple that we wanted. We ended up with the Series I and a 101 Ambulance that, as I found out later, the Collection had owned several years earlier! It was a prototype that we'd rescued and sold to a customer, who had fully restored it before selling it on to Ketil. So we ended up getting it back, fully restored, at a bargain price. Result! But if the warehouse owner hadn't thought to call me, everything would have gone to the scrapyard.

Finally, let me tell you about the Land Rover I really wanted but didn't get. I've always coveted one of the V8 88s that were factory built for the police in Trinidad. One turned up on eBay, and a colleague here spotted it but didn't think to mention it to me – and I believe it may have been the prototype, too. It sold for something like 1800 quid...

You win some and you lose some. What's for sure is that there are plenty more interesting Land Rovers, particularly 90s and Defenders, that are out there just waiting to be discovered.

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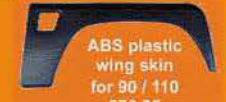


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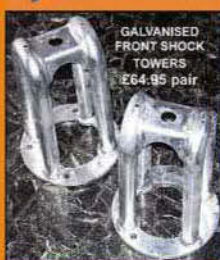
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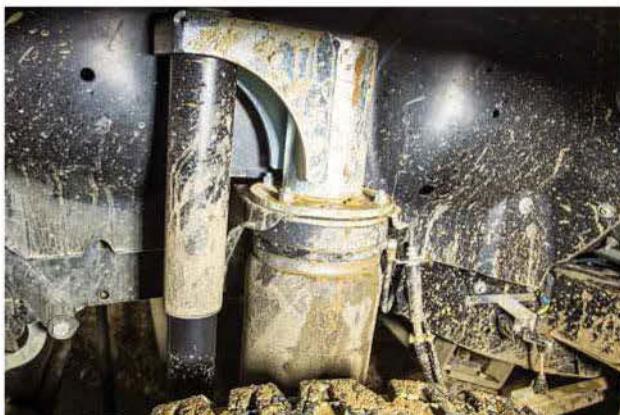
We compare a Defender with an air suspension kit to one with a standard suspension set-up

*Story: Patrick Cruywagen Pictures: Alisdair Cusick*





Below  
Sensors and air  
suspension work  
together to ensure  
maximum traction



## "The Defender was built to work like a slave and not look like a princess"

**T**he Defender world has gone absolutely bonkers. With production of Defender as we know it ending, their prices are climbing and climbing. Then, we have specialists adding wide-body kits, expensive heated leather seats, rooftop campsites and serious lighting setups to Defenders. How does this influence their all-important drive and handling, though.

Well, weight on the roof will obviously negatively influence it, while a wide-body kit might look good to some, it does zero for handling or drivability. We live in a world where for some, looks are more important than functionality. How sad when one considers the origins of the Defender – built to work like a slave and not look like a princess.

The two Defenders pictured in the opening image of this article might look quite similar, but when it comes to suspension set-ups, they are literally poles apart. The Grasmere Green limited edition Heritage Defender 110 has stock Land Rover shock absorbers, coil springs and much-needed anti-roll bars. The grey Defender 110 from ACH Special Vehicles also has standard Land Rover shock absorbers and anti-roll bars but no coil springs. Instead it has a highly-engineered VB air suspension kit. The coils have been replaced by airbags. So then it should handle like a new Range Rover or Discovery 4? Well, not entirely true, it still has a live axle and not the independent suspension system found on say a new Range Rover. It's a bit of a compromise really.

How do you compare these two suspensions systems then, and is the VB air suspension system worth a look at for Defender owners? I hope to answer these questions in this article. We took the Defenders and a new Range Rover Vogue SE to Millbrook, home of the best automotive proving ground in all the UK. It has over 70 kms of varied test tracks, from high-speed stuff to steep hills and extreme off-roading. What more could we ask for?

The first Land Rover to officially receive an electronically

controlled air suspension system was the 1993 model-year Classic Range Rover LSE. As for Defenders, adding an air suspension system is something relatively alien. Could this be because the standard suspension system has shown that it is more than capable of taking on the toughest off-road challenges in the world? Or is it because of cost? The full VB air suspension kit for a Defender will cost you around £5000, which makes it a serious investment. Right now you can buy a full Old Man Emu suspension system from Flatdog for around £600.

I had the opportunity to drive our Defender with the VB air suspension to Millbrook. I straight away opted for Sports

mode, done with the push of a button on the control unit in the cab. My butt was now a few inches closer to the tar. David Atkinson, the main man at ACH Special Vehicles informed me that Bell Auto Services had done a remap on this Defender. It could now achieve 170bhp and around 332lb-ft of torque, which removed that slow speed judder that one tends to find in standard Defenders. It did not take me long to get to 70mph, either.

The first thing I noticed was how much better the Defender sits on the black stuff; it was as if someone had covered the road in thick syrup. I have to admit that I like the idea of changing the suspension settings according to my needs. Defenders are not the most comfortable things to drive because of their shape, cramped seating and lack of elbow room, but once you give it car-like drivability, suddenly the Defender world seems a much better place.

The clever chaps from ACH Special Vehicles do the rather intricate installation of the VB Air Suspension system. It's not the simplest of processes and takes a full two days to complete, this includes a complete systems calibration. The system's major components include a handset, compressor, airbags and air tank. Air is transported from the air tank located on the chassis underneath the driver's seat to the airbags via 4mm piping, this facilitates relatively quick changes from one



Above:  
Pick your suspension  
setting with the  
push of a button







setting to another. The fitment is included in the price.

Not many of you probably know it, but the majority of the VW Crafter and Mercedes Benz Sprinter Ambulances in the UK, are using VB air suspension kits. As the system is an accredited partner to VW and Mercedes-Benz, the VB air suspension is treated as a standard fitment. It comes with a two-year warranty and you can extend that to three years for another £100.

One of the optional extras with the system is auto-level, this costs an additional £350. Why would anybody want this option? Let's assume that you have just parked up in an uneven campsite and you have a rooftop tent that you would like to open up. With just one push of the auto-level button your campsite is suddenly as flat as a pancake. I think that the images where we have two wheels on the pavement and two off illustrate this auto-level function rather nicely (page 52).

So how do you go about comparing suspension systems? Pretty simple if at Millbrook with its limitless testing opportunities. After a site inspection we set up a series of comparison drives, starting on the tar bits then making our way towards the off-road stuff.

First up was a gentle hill climb followed by a hairpin bend, driving both Defenders through the bend would be a good test for body roll. Anyone that has ever hit a sharp bend hard in a standard Defender, will testify that it is not the most pleasant experience, despite the presence of the anti-roll bars which do help eliminate some roll. Our Heritage Defender 110 confirmed this as I turned hard into the hairpin. It was like being on a roller-coaster ride. I put the VB air suspension Defender 110 into sports mode and it definitely handled the corner in a more stable and controlled manner. The air suspension was definitely doing its job. I suppose we have to mention that the VB air suspension Defender had the more road bias BF Goodrich All Terrain tyres and 18-inch wheels compared the Mud Terrain tyres and 16-inch Wolf style wheels on the Heritage Defender. These would've made some difference, but the fact that you can, with the push of a button, opt for a sports mode lowered suspension setting, probably made a more significant difference.

Next up were the cement strips and the knobbly sections. I have always found that when driving on a corrugated dirt road, the trick is to go along at a decent speed, you then tend to float over the bumps and lumps. If you go super slowly, each bump will relentlessly jar your bones. I decided to try the

**Above:**  
When in off-road mode the VB air suspension Defender has a two-inch higher ride height than a standard one

**“Sensors take ten readings a second, which is great if going slowly”**





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same approach for our next two challenges.

First up was the Heritage 110, it was built to take a pounding, well maybe not this specific limited edition, but you know what I mean. It did what any standard Defender would do on a road full of potholes or with loads of uneven bits. It took it all in its stride. Yes it was pretty noisy inside and it is not pleasant bouncing about, but that is what happens when you drive over these daft and demanding types of terrain. The one disconcerting thing is that it did not hold its line and once or twice the rear of the Defender was going in a different direction to the rest of the front. As for the VB air suspension Defender it held its line at the same speed despite the fact that it too had no cargo in the rear. It too had noise and shudder, but not as much as our Heritage 110. The air suspension seemed more effective at cushioning the blows.

So I would say the VB air suspension Defender was definitely a more stable and smoother ride over these two obstacles, still not as smooth as the latest Range Rover though, but no Defender will ever beat that. Next up was a lap of some Belgian Pave. For this we decided on a more scientific

approach. David had downloaded a free app that measures vibration. Obviously a more expensive piece of equipment would have given us a more accurate reading, but those cost thousands of pounds. The app gives a constant reading and reminds me a little of the Richter scale that measures earthquakes. So, the higher the vibration, the more dramatic the squiggle on the graph. Driving over Belgian Pave is like taking a road bicycle over rocks. Anything but pleasant. According to our App the Defender with the VB air suspension did perform slightly better, but there was not much in it. Personally I think that both vehicles did not like the surface though the grey Defender with the VB air suspension did offer a slightly more comfortable ride.

It was time to go off-road. First up was a set of dramatic looking concrete ditches. Sadly they looked more dramatic and proved to be no significant challenge for both vehicles. At long last we had a little mud on both Defenders. With a push of the control set button I had the VB Air Suspension Defender in off-road mode because next up were the Offset Sinusoidals, that is fancy talk for big water-filled cross axles.



**“The VB air suspension offers a much more comfortable ride”**







**Left**  
The pavement parking images perfectly demonstrate the auto level function

**Right**  
How low and how high can the air suspension go?



## “To change an airbag takes 30 minutes; they are so small they won't create packing issues”

I headed off in the standard suspension Defender using first gear low range and with both feet on the floor. I wanted to try and get stuck. As the cross-axes got bigger and bigger the Defender struggled. Even with Traction Control and some front wheel lift it ground to a halt. I reversed, popped it into second gear and tried with a little more momentum. No problems this time, just bigger wheel lift. When in off-road mode the VB air suspension Defender has a two-inch higher ride height compared to standard, this is thanks to the airbags and changeable ride height. When driving the same obstacle it too started to struggle at the same cross axle, but went through first time and with slightly less front wheel lift. It's impossible to know if we drove exactly the same lines, though I like to think we did.

I asked David to explain to me how the system works in off-road situations. “When a wheel is being pushed into the wheel arch, the sensor records that the airbag is being compressed. It will try and get it back to the set level within its parameters, of course. So if one wheel is being pushed up, the sensors tell it to push the other wheel down as it tries to level the vehicle up and prevent wheel lift and rolling.” Just to confirm, there is a sensor for each bag and they take readings about ten times a second. Great for when off-roading, as it will try and adjust the suspension setting for optimum performance, as you go along. So the sensors and airbags are working together to maintain as much traction as possible. I definitely experienced this for myself as we made our way over the big cross axles.

Next up was a gentle log run and just like on the concrete ditches, there was nothing to choose between the two

Defenders due to the gentle nature of the challenge. Our final off-road challenge of the day was a water crossing. The compressor for the VB air suspension system is located between the gearbox and the chassis, just behind the front anti-roll bar, on the nearside of the vehicle. It's been tested to a depth of 1.6 metres, our water crossing was only knee deep and once we exited it, the system was still working as before.

As we were making our way towards the car wash area I had to ask David what happens when you are in Morocco with this system and one of the bags fail? “To change an airbag only takes about thirty minutes. They are so small that taking along a spare or two won't create packing issues.” When poking about underneath the Defender to inspect the system, we did not notice any signs of wear and tear on the bags. They had withstood all that we threw at them over the course of the day.

Now for the big question. Is the system worth the almost £5000 for a front and rear axle fitment? For that amount of money you can buy a decent winch, bumper, rooftop tent, fridge and still have some change. It is a serious investment but when you compare it to expensive wide body kits and fancy seats then I suppose it all becomes relative.

As you are able to control the settings on the VB air suspension system, it will make a massive difference when towing, off-roading or highway driving. We saw that for ourselves. It is without a doubt a much better suspension system than the one found in a standard Defender as it improves handling, drive and comfort.

It is worth the price tag? I think that is a question for the individual reader to decide. How much are you prepared to pay for an improved ride?





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# HAPPY BIRTHDAY!

The Series III is 45 years old this year. To mark the occasion, *LRM* editor Dave Phillips looks back on its history and explains why it's as popular today as ever









**T**he 1970s were the most derided decade in modern history. They got off to a bad start with the break-up of the Beatles, then got worse. I should know: I spent my teenage years in the decade that taste forgot. Britain came close to civil war as the powerful unions raged against weak governments, Tory and Labour alike. Meanwhile, the nation's proud industrial heritage was crumbling and the UK needed a bailout from the IMF (International Monetary Fund).

Not that I was interested in that political stuff, of course. I got more angry at the injustice of the Bay City Rollers, Brotherhood of Man and disco mush topping the charts. Luckily, cars were much more compelling. I posed in my ten-year-old 1500cc Consul Cortina while dreaming of more exotic wheels – like the groundbreaking Range Rover, launched in 1970, and of course the Land Rover Series III that followed a year later.

The idea of 17-year-old lads lusting after sluggish leaf-sprung utility trucks may sound unlikely, but it's true all the same. You have to remember that this was a good 15 years before the hot hatch was invented. Back in the early 1970s, a Land Rover wasn't considered slow. It shared the road, after all, with Morris Minors and Austin A35s.

Besides, I came from a generation that grew up with Series Land Rovers. They were the stars of hit TV series like *Daktari* and movies like *Born Free*.

The only thing that stopped us youngsters from buying Land Rovers was the price. Our secondhand wheels were in the sub-£100 bracket. Land Rovers were hugely out of our price range.

Happily, that wasn't an issue with the more



affluent grown-ups. In 1971 the newly-launched Series III offered some welcome refinements over the outgoing Series IIA, so there were plenty of takers.

These refinements included an all-synchromesh gearbox and a new moulded plastic dash, which not only replaced the old plain metal dash but also relocated the instrument cluster from its former central position to its logical home – namely in front of the driver.

It only took 24 years to get there, but that was typical of Land Rover at the time. It was cheaper to have a centrally-located instrument

panel, as it worked for right and left-hand driver models and was therefore suitable for both home and export markets. Arrogance and complacency came into it, too. At this time, Land Rover had all the bragging rights when it came to tough, go-anywhere 4x4s. Ever since the advent of the original Series I in 1947, if anyone wanted to go somewhere off the beaten track, they did it in a Land Rover. Unfortunately, it also made the company complacent and they never took seriously enough the growing challenge on the eastern horizon...

But we're getting ahead of ourselves. In



# BUYING A SERIES III

BY THE end of production in 1985, the Series III had sold 440,000 – more than any other leaf-sprung model from Land Rover. As a result, there are still plenty around to choose from.

With the earliest examples dating back to 1971, the Series III is now a fully fledged member of the classic car club. But unlike the Series I, which has seen prices of the most desirable models go stratospheric, and even the Series II/IIA, where values are climbing fast, the Series III is still very much affordable.

The SIII has not yet become a darling of the classic car collectors, which is good news for those of us who believe that classics should be driven and not stored away in garages. Indeed, most Series IIIs are in the hands of enthusiasts who either drive them for fun, at weekends, or keep them as their everyday wheels. We even know of several that are still working hard for their livings, which is testament to the strength and capability of these trusty workhorses.

A Series III is a very capable off-roader and will hold its own against modern stuff at pay-and-play. It is also the ideal vehicle for gentle greenlane jaunts.

You can also transform your Series III according to your mood (or whim). A weekend with a spanner and socket set will change your hard top to a wind-in-your-hair soft top (or vice-versa).

Like all utility Land Rovers, the Series III is also ripe for the personalisation treatment, but if you do own one in totally original condition, I urge you to try to keep it that way. It's lovely to see these workhorses in original condition – including faded paintwork and all. You will increase their value by keeping them that way.

So what should you look for when buying one? Let's look at the key areas:

**Bodywork:** Expect dents and dings – indicative of decades of honest hard work. But check out the bulkhead, which is prone to serious rust and can be expensive to put right. Rusted footwells are less serious, as they are relatively easy to replace. Door frames are also made of steel, and can corrode badly.

**Chassis:** Outriggers and rear crossmember are prone to corrosion. They will most likely have already been repaired or replaced on the vehicle you look at. Beware of thick layers of underseal, which can cover a multitude of sins. Your best bet is to find a Series III sitting on a pristine galvanised chassis, but it will increase in value accordingly.

**Suspension:** Is the vehicle sagging on one side? It's a sure sign that the leaf springs are either rusted, worn or incorrectly fitted. Consider replacing them with parabolics, which really do improve the ride.

**Engine:** Excessive blue smoke means it's burning oil, which usually indicates severe wear or broken piston rings. Check for back pressure: if smoke appears when you remove the oil filler cap, you've got trouble.

**Gearbox:** Don't expect fast silky-slick changes. But jumping out of gear – or failure to select one or more gears – could indicate serious problems. Luckily, secondhand and reconditioned gearboxes can be picked up at sensible prices.

**Steering:** Neglected Series IIIs will tend to wander and be reluctant to self-centre when you release the steering wheel. There's no power-assisted steering, so it will feel a bit heavy compared to a modern Land Rover, but not excessively heavy. This could be down to lack of oil in the relay or box – or it might be because a previous owner has fitted a smaller steering wheel, which requires a lot more effort to turn.

**Wheels and brakes:** Check for excessive bearing play and the condition of the chrome swivels. Badly set up drum brakes can be lethal – make sure they don't pull to one side under heavy braking.



## “Land Rover had the bragging rights when it came to tough, go-anywhere 4x4s”

1971, Solihull had just celebrated the 750,000th Land Rover off the production lines and, frankly, there wasn't much money sloshing around to invest in anything other than basic improvements. By now, Land Rover was part of the troubled and cash-strapped British Leyland empire, soon to be nationalised by Harold Wilson's Labour Government, which had replaced Ted Heath's Conservatives in 1974.

So the new Series III had much the same body panels and engines as the Series IIA. But what it did get was its most recognisable feature of all – a plastic grille that replaced the old metal grilles that had been a feature of Land Rovers since 1947. There were grumbles from traditionalists at the time, some moaning that they would no longer be able to use their grilles as makeshift barbecues when out in the bush. I kid you not.

The Series III sold well regardless, as did its only stablemate, the Range Rover. By 1976, the two models had together pushed Land Rover to another milestone, as the one-millionth vehicle was produced at the Solihull factory.

But all the time, new and cheaper Japanese 4x4s were making serious inroads into Land Rover sales, particularly abroad. Not only were these vehicles cheaper, some were more powerful, too. Suddenly, the Series III was beginning to look a bit dated. By the mid-1970s, Land Rover bosses were certainly taking the new threat seriously and, when investment was eventually made available, it was channelled into the 1979 Stage One V8.

The name Stage One refers to the fact that this was the first stage of the government's investment in the company. The second stage would be the later Ninety and One Ten models. The Stage One was built with some

**Above**  
Changing gear in a Series Land Rover is lhas been likened to stirring a poker in a bucket of gravel!

**Left**  
Watch for excessive blue smoke from the engine – it could be broken piston rings







**This page**  
Unlike the SII/IIA, which are increasing in price, a SIII can be picked up from as little as £2000



## TIMELINE

### 1971

Series III is launched as a replacement for the outgoing Series IIA. Improvements include synchromesh on all high-box gears, but from the outside looks similar to the SIIA except for the distinctive new plastic grille. This year also sees the 750,000th Land Rover roll off the production line at Lode Lane, Solihull.

**Top single:** *Knock Three Times (Dawn)*

### 1972

Forward Control 101 is introduced – a V8-powered behemoth for the military. It is never sold on civvy street.

**Top single:** *Without You (Nilsson)*

### 1974

Parent company British Leyland is nationalised. Land Rover exports to America cease.

**Top single:** *Gonna Make You Star (David Essex)*

### 1976

The one-millionth Land Rover is produced.

**Top single:** *Save Your Kisses for Me (Brotherhood of Man)*

### 1979

Stage One 109 V8 version is introduced. Essentially a Series III, this had a grille flush with the wings to allow room for the larger engine.

**Top single:** *Bright Eyes (Art Garfunkel)*

### 1982

Series III County Station Wagon is launched.

**Top single:** *Come on Eileen (Dexys Midnight Runners)*

### 1983-84

Coil sprung new Land Rover Ninety and One Ten models launched and produced in tandem with the Series III.

**Top singles:** *Karma Chameleon (Culture Club) 1983; Relax (Frankie Goes to Hollywood) 1984*

### 1985

The last Series III is built.

**Top single:** *The Power of Love (Jennifer Rush)*

## HOW MUCH SHOULD I PAY?

IT DEPENDS upon what you want. If you have the time and ability to embark on a full-blown restoration project, you might pick up a suitable candidate for hundreds of pounds. But don't underestimate the time, money and commitment required to see your project through to its conclusion.

On the other hand, you can still pick up driveable Series IIIs with a full MoT and good mechanicals for £2000 if you shop around and carefully inspect what you're thinking of buying.

If it's sitting on a galvanised chassis, expect to pay upwards of £3500. And fully-restored stunners, especially County Station wagons, can set you back £6000 or more.

Most important of all, work out beforehand what you're looking for. Be aware that there's not much room in an 88-inch short wheelbase, for example. If you've got a family and a dog or two, you'll find the 109 long wheelbase a much better option. If taking a big load to the tip is more important, a pick-up would be more useful.

A 2.25 diesel will be slow, and probably embarrassing on uphill climbs, while the petrol engines – particularly the V8 – will be thirsty.

Get it right and you'll be the proud owner of a true Land Rover classic.

components from the Range Rover, including the 3.5-litre Rover V8 engine and LT95 gearbox (although the engine was detuned to 91 bhp, compared to the Range Rover's 135 bhp). Because it shared the Range Rover's drivetrain, it became the only Series III to boast full-time four-wheel drive.

Although it shared many body panels with the standard Series III, the Stage One looked very different thanks to its flush front grille, moved forward to accommodate the V8 engine. In doing so, it gave a hint of what the later Ninety and One Ten would look like.

The vast majority of the Stage Ones built from 1979 to 1985 were long wheelbase models. Much rarer were the short wheelbase versions, of which only 24 were ever built.

Yet even while the V8 Stage One was in production, so too were the 2.25 petrol and diesel versions of the Series III. In 1980, these engines received five main bearing crankshafts to increase rigidity and the transmission, axles and wheel hubs were also upgraded, to help prevent rear half shaft failure. In 1982, the half shafts were further improved by switching from a 10- to 24-spline design.

The company had also been offering improved levels of trim, although most farmers stuck to the basic, spartan interior – even after April 1982 when the new County Station Wagon variants offered unheard-of levels of luxury, with cloth seats borrowed from the Leyland T-45 lorry, along with better soundproofing and even tinted glass.

At the same time came the introduction of the High Capacity Pick Up on the long wheelbase) chassis, offering a pick-up truck load bay that offered 25 per cent more cubic capacity than the standard model. The HCPU also came with heavy-duty suspension to suit.



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A Land Rover Ninety is shown driving through shallow water, likely at sunset or sunrise, given the warm, golden light. The vehicle is partially submerged, and water is splashing around its wheels. In the background, there are silhouettes of hills or mountains. The overall mood is adventurous and serene.

# THE TRUMAN SHOW

Just as the 1998 movie showcased the power of the media, the life of this Land Rover Ninety, otherwise known as Truman, has inspired an entire community

*Story: Louise Woodhams*

*Pictures: Sean Murphy*





Imagine creating a car so notorious that it inspires your community to buy the same vehicle. Hard to imagine isn't it? Especially in the world that we live in today, where half of us do not know next door's first name and seven out of ten have no idea of their surname either. Our busy lifestyles are turning us into an isolated nation. That doesn't seem the case in Santa Rosa Beach, Florida, however.

The man helping put this laid-back, idyllic resort on the map is Mike Ragsdale. He's the creator of 30A.com, a concept that provides online community news, inspired by the simple beach life that locals enjoy along Florida's scenic Highway 30A, which runs through the area. An internet pioneer, Mike is perhaps better renowned for conceiving and building some of AOL's most successful online communities. With that kind of reputé in a small seaside town, I guess it is not surprising that his Land Rover Ninety spurred such a huge following, especially given its transformation was partly driven by its residents (more on that later).

The car in question is a 1986 Ninety soft top, named Truman after Jim Carrey's blockbuster, filmed in Mike's home town. Mike had never owned a Land Rover before, and it was by a complete chance reunion in a remote part of Turkey whilst on an eight-month around-the-world adventure with his wife Angela and their two youngest children, that his love affair with the Green Oval began. He takes up the story: "I hadn't seen Brandon Halstead since my college days, but as we were both in the same area, we decided to meet up."

After a while, Brandon pulled out his iPad and, beaming like a proud father, began flicking through photos of his baby, a 1985 Ninety, and other restoration projects that he owned – his wife Julie called it Rover Porn. "I have never been much of a car guy or fascinated by off-roading. I didn't even know what a Ninety was, and yet its confident air of adventure captivated me. There was a shovel and pick axe fastened to his bonnet... this seemed like it was Indiana Jones's ride," enthused Mike.

The infection was instantaneous and Brandon, then a Lieutenant Colonel and Judge Advocate General (JAG) for the United States Air Force, started telling him of a guy who found and fixed up ex-UK military Land Rovers. Moreover, he would be able to import one to the US, having already done it several times before. Months later, the Ragsdale's global circumnavigation complete, Mike found himself in dire need of transportation, and with Brandon convincing him that a Ninety would be the ultimate beach vehicle he finally gave in and asked him to look for a suitable soft top version. Although in hindsight he admits that a 110 may have been more practical!

"I didn't care whether it had air conditioning, reclining seats or air bags – comfort and safety were the last things on my mind. What I did want was a turbodiesel, right hand drive and quirky things that you don't see so often in the States, like a tyre on the bonnet. In August 2012, Brandon emailed me the good news. He had found a Ninety in great shape, sitting dormant on some European military lot, with a 200Tdi engine. The scant records showed that the



## 30A SAND ROVER RALLY

THE 30A Sand Rover Rally came into fruition almost by accident. The editor of *Rovers North* magazine contacted Mike and said that he wanted to feature his Ninety, but that it would be easier to cover it if it were part of an event. So, Mike created an event, not even knowing if people would even turn up.

He opened it up to Land Rovers and any willing funky beach cruiser; the turnout and reception was amazing. Viewing it as a one-time event, Mike never envisaged that people would be contacting him several months later asking details for the following year's rally, or that local companies would be willing to sponsor it.

This year, as well as off-roading demos and vehicle displays from restoration specialists on Grayton Beach State Park, for the first time Mike decided to offer a three-hour trial ride through the surrounding 25,000 acres of Point Washington State Forest. Over 90 vehicles showed up in total – doubling last year's attendance. It seems that 30A Sand Rover Rally is now an annual event, and one that we should all put in our diary for 2016. Check out 30A.com.





“He began flicking through photos  
of his baby, a 1985 Ninety. His wife  
Julie called it Rover Porn”







**Left:** Mike and his wife, Angela, found their love of Land Rover whilst travelling

vehicle was put into Ministry of Defence service on August 29, 1986 (Registration ID: 61KF77). The last unit it served was the Royal Wessex Yeomanry, an armoured regiment of the British Territorial Army.”

It was perfect, Mike was what he called “head-over-flip-flops” in love; he also knew that he could not keep his passion to himself and had an irresistible obligation to infect others. That is when 30A.com came into play, and Mike began sharing photos of his overseas love interest on its associated Facebook page, which at that point had 260,000 fans. He posted polls asking for advice on which features to add and as a direct result of that feedback, he added a 12,000lb plasma rope winch (handy for rescuing any overzealous out-of-towners out of the sand), a rear-mounted British MoD jerrycan (to douse beach bonfires) and a snorkel (to mostly look cool).

Given it was going to spend a lot of time on the beach, the tattered NATO-green canvas was removed and in its place a heavy-duty cage fitted with a Bikini Top. In the winter it’s swapped out for a canvas top – although most of the time the sides are rolled up. In addition, the underside was coated in Waxoyl, the seats replaced and a cubby box fitted, together with brake light guards outside.

“I asked 30A’s online fans what colour I should paint him, but I couldn’t bring myself to go with their first choice – turquoise. It wouldn’t be staying true to its military heritage, so I made an executive decision and opted for their second most popular choice: British MOD Light Stone,” confesses Mike

Meanwhile the Ninety was undergoing a restoration in the UK – most of which was cosmetic, and after a few nail-gnawing bureaucratic setbacks, Truman cleared US Customs in Jacksonville and was on Mike’s driveway March 29, 2013. “It had been transformed from military workhorse into semi-retired ‘Sand Rover’. Now all I had to do was learn how to drive a manual car.”

Having previously owned luxury cars, I’m curious as to how he reacted to something so basic and raw. “It rattled and it lurched, but I loved the quirkiness of it, and the feeling that it was waiting to be unleashed,” he replied. It wasn’t long before he got to grips with it and started taking advantage of the surrounding 25,000-acre forest, where there were dozens of dirt roads that are barely utilised and perfect for exploring.

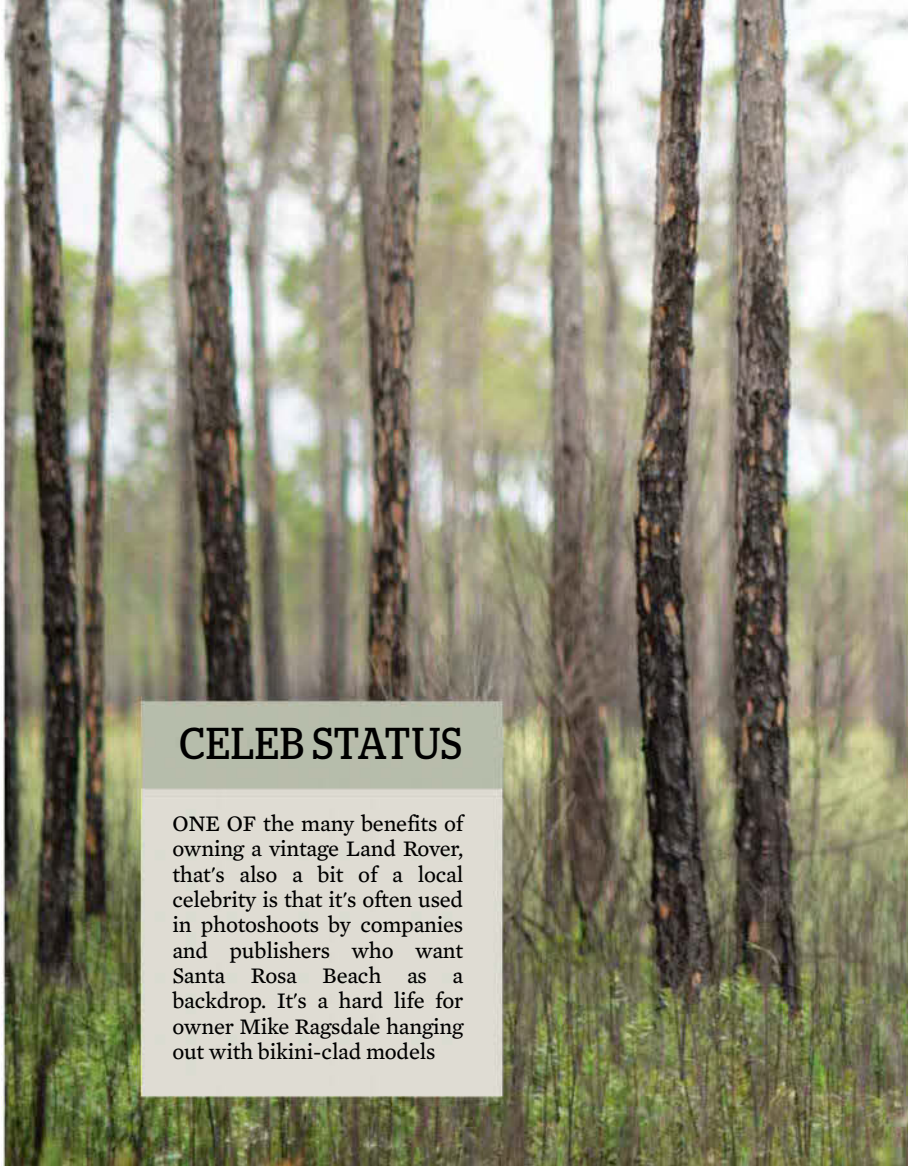
“I tend to be rough on him, so I’ve had my fair share of problems. I’m out in the woods sometimes five days a week. There are no hills, but it’s not paved and a lot of it is sand, so when it rains it’s a blast. I feel like I’m on an adventure any time I go anywhere. One of my favourite things to do, is get a cigar, put on some music and hit the forest. It’s incredibly liberating.”

As well as being the perfect form of escapism for Mike, it’s also opened up a whole new community: “There is a whole world that opens up – the support



## CELEB STATUS

ONE OF the many benefits of owning a vintage Land Rover, that’s also a bit of a local celebrity is that it’s often used in photoshoots by companies and publishers who want Santa Rosa Beach as a backdrop. It’s a hard life for owner Mike Ragsdale hanging out with bikini-clad models







“It rattled and it lurched,  
but I loved the quirkiness of it”







groups, the fan clubs, and all that. I get it now, and I'm very much indoctrinated. Whenever I am on my travels and see one I feel like I have to stop and take a picture of it. It is a wonderful thing to be a part of and I can't ever imagine getting rid of Truman. I am going to be buried in that thing," laughs Mike.

In fact, Mike is so smitten by the brand and the lifestyle that it offers, that two years ago he started an event; 30A Sand Rover Rally. Mike decided to utilise a 500-yard strip of beach that you can drive on if you have a permit, and whilst the focus was for Land Rovers, the day was opened up to all funky beach cruisers. It was a success, and due to demand Mike was asked to put it on again – this time twice the number of people turned up.

"Since we've been doing this rally, we've seen more and more beach beaters turn up; it's not really cool to drive a flashy sports car here. If you want to be accepted by the locals you drive an £4000 car that you chain sawed the top off to turn it into an instant convertible. It's a small affluent town, but it's not pretentious, it's a return to simpler times here and it's great to see the change in dynamic. I think that Truman is a bi-product of that."

Just as 30A started as a website to promote a small stretch of coastline and has fast become an international brand – recently ranked the highest revenue-producing independent news site in America, Truman began as a totally unique vehicle and has now become an institution, spurring a culture of beach cruisers wearing the Green Oval. It just goes to show that no matter how rich and successful you are, there's always a demand for back-to-basics, technology-free Land Rover soft tops.

**Left:**  
Santa Rosa Beach  
– white sands,  
beautiful women  
and Land Rovers





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Choice of LHD Defender 90's available to order in any colour or spec of your choice from basic soft top to county autobiography. All will have full mechanical and cosmetic overhaul to our recognised high standards. Please call for further spec P.O.A



**2009 DEFENDER TDCI STATION WAGON** In Java Black with contrasting Charcoal interior, Genuine Boost alloys, All new tyres, Tow pack, XS side steps, Alarm, Immobiliser, Central locking, Late style dash and 6 speed gearbox, Just had a major service inc 12 Months MOT, Fully Waxoyled **£17,995**



**59 PLATE DEFENDER 90 TDCI COUNTY STATION WAGON** In Rimini Red Metallic & Java Black roof, Contrasting Black interior, New Sawtooth alloys and 265 MT Tyres, New KBX Grill kit, Tow pack & electric, Just had a major service inc 12 Months MOT, Fully Waxoyled, Stunning condition **£19,995**



**2013 DEFENDER 90 2.2 TDCI** In Onkey Grey, Contrasting Red leather interior, 17" EWL CL, Comfort pack, Cold start pack, Summit Overland performance kit, KBX Grill kit, 18" Blackwood alloy 5.8G Tyres, Whelen LED lights, Crystal headlights & HD 18-Horn, Alloy steering guard, Black checker kit, NWS step, Tow Mt, DPL Bumper, Mirror 14" Steering wheel, Sound deadening to rear L/S, panels & carpeted foot area, Airpne upgraded with Bluehost, Genuine side rails, front wind system & HD bumper, Just had a major service inc 12 Months MOT, Underbody Waxoyled **£25,995 + VAT**



**1984 DEFENDER 110 2.5 PETROL** In Mid Grey with Limestone roof. This vehicle has undergone a full nut and bolt rebuild to a very high standard including galvanneal chassis, Powder coated wheels, 5 new tyres, Gas shockers, Long range fuel tank, Bulkhead deletion, Techno trim seats, Fully serviced, 59,000 miles, Very Rare 2 then 4 wheel drive trans box, Free wheeling hubs, 12 Months MOT, Stunning condition with second to none attention to detail - Ideal USA Export Vehicle **£24,995**



**LHD DEFENDER 90 300 TDI EXTREME** finished in Corns Grey Metallic with Black roof & spats, This vehicle has just undergone a full mechanical and cosmetic overhaul, Black leather interior, KBX grills, Black alloys with All Terrain tyres etc etc... Ring for further spec - Ideal Canadian export, Fully Waxoyled **£19,995**



**2002 DEFENDER 90 TDCI COUNTY STATION WAGON EXTREME** In Rimini Red with Black leather interior, This vehicle has had a major cosmetic and mechanical overhaul, Galv Chassis, DPL bumper, KBX Grill, Chequer kit, Alloy steering guard, LED headlights, Clear indicators, Supercharged corner, Torndr side bars, Panoramic windows, Lowered 22" wheels and tyres, NWS step, 18" Horns, 5.8G Tyres, 17" wheels, Rear disc brakes, LED headlights, Upgraded interior, Puma dash, Slung wheel through out, Fully waxoyled, 12 Months MOT **£19,995**



**2007 DEFENDER 110 TDCI HARD TOP WITH SNOW PLOUGH** In Fuji White with Grey interior, Just had a mechanical & cosmetic overhaul, Wolf wheels with BFG Mud Terrans, Black checker kit, Twin roller shutter hard top side with internal shelves etc. 12 Months MOT, Fully serviced and Waxoyled, Ideal winter vehicle and ready for work **£12,995 + VAT**



**2010 DEFENDER 90 TDCI COUNTY STATION WAGON** In Keswick Green 'Heritage style edition' with contrasting Charcoal interior, Ivory Roof, Two tone alloys fitted with new All Terrain tyres, Full length side steps, Tow pack, Genuine checker kit, Just had a major service inc 12 Months MOT, Fully underbody Waxoyled **£18,995**



**2007 DEFENDER 130 TDCI TRUCK CAB AND HYDRAULIC TIPPER** In Keswick Green with contrasting Grey interior. This vehicle has just had a major mechanical and cosmetic overhaul including a new hydraulic tipper with aluminium sides and steel floor, NAS rear lights. Taller sides and chip box available P.O.A, Just had a major service inc 12 Months MOT, Fully waxoyled **£15,995 + VAT**



**1980 LIGHT WEIGHT 2.25 PETROL** In Nato Green with contrasting Black interior. This vehicle has just undergone a cosmetic and mechanical overhaul including a new canvas hood, Fully repainted inside and out, New seating, Fully serviced inc 12 Months MOT, Underbody Waxoyled, A real head turner in this original and authentic condition, LPG converted **£7,995**



**52 PLATE DISCOVERY TDS MANUAL** In Alveston Red metallic with contrasting interior, Just converted to Off Road spec using all new parts, +2" suspension lift, Snorkel, Heavy duty shocks, 265 Mud terrains on Black mags, Steering guard, Roof light bar, H/Light conversion, Fully serviced, 12 Months MOT, Fully Waxoyled, Great winter vehicle **£6,995**



**SIMMBUGGINI OFF ROAD RACER** Fully space framed vehicle (Jig built here at Simmonites) Rear Diesel engine powered (Isuzu 2.8 TD) 5 Speed Manual gearbox, Hi duty Axles, Coil over long travel Bilstein suspension, Quick ratio power steering, Race seats & harnesses, New wheels & tyres, This vehicle has been finished & maintained to a very high standard & 1 owner from new. Ready to race **£14,995**



**2007 FREELANDER 2 TD4 XS** In Stormaway Grey metallic with contrasting half leather interior, Air Con, Parking sensors, 4 new tyres, New rear diff and wheel bearings, Privacy glass, Just serviced, 12 Months MOT, Our directors car and maintained regardless of cost **£9,995.00**



**2000 DISCOVERY 4.0L AUTO LPG CONVERTED** In Alveston Red metallic with contrasting Grey interior, 64,000 miles, Twin factory fitted sunroofs, 20" Stormer alloy wheels, Sport side vents, Stainless steel side tubes, just had major service inc 12 Months MOT, Fully Waxoyled **£8,995**



**2001 DISCOVERY TDS GS AUTO** In Bonatti Grey Metallic, Contrasting Grey interior, Factory fitted alloys, ECU Re-map, Tow gear, Just had a major service inc 12 Months MOT, Fully Waxoyled, Stunning condition and hard to find like this **£7,995**



**DISCOVERY 3 TO DISCOVERY 4 FRONT UPGRADE**  
Simmonites Are Now Offering an upgrade on the front of your trusty Discovery 3 to the Discovery 4 look, Front end conversion **£2789.80 + £557.96 VAT**, Rear end conversion **£1196.73 + £239.34 VAT**, Colour coded arches **£329.16 + 65.83 VAT**, Please call Mark for details on 01274 833351



**55 PLATE DISCOVERY 3 TDV6 SPORT EDITION** In Alveston Red metallic with contrasting Charcoal interior, Supercharged grill and alloys, Stainless steel side steps, 58,000 miles, Service history, Just had a major service inc 12 Months MOT, Stunning conditions and looks **£13,995**

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- ANY PART EXCHANGE WELCOME
- EXPORT ENQUIRIES WELCOME



# A BARS - LIGHT BARS

Defender grill mounted light bar - non air con **£71.44**

A Bar and spots from **£143.89**

Discovery I & II Bumper mounted light bar **£88.00**

Defender and Discovery roof mounted light bar **£79.95**

Black non air con **£89.95**

Black air con **£125.00**

# NEW DEFENDER ACCESSORIES

07 Defender glove box **£66.00**

Defender Heavy duty bumper and fog lamps **£250.00**

Roof console for all Defenders without sunroof **£126.00**

Rear bumper corners 90 **£119.94** - 110 **£132.00**

SVX Style front grill with spot lights and indicators **£540.00**

# DEFENDER 5 PIECE PANORAMIC WINDOW CONVERSION

Update your Defender with this stylish window conversion which includes 2 side panel, 2 rear quarter panels and 1 rear middle window

Fitted price **£795.00**

Free courtesy car available whilst the windows are being fitted



# LIGHTING UPGRADES

Clear side repeaters from **£15.00** pair

Defender clear indicators **£8.34** each

H4 Spare bulb and fuse kit **£10.70**

Headlamp bowls **£12.00** each

Halogen Headlamp kit **£30.59**

Xenon bulb upgrades from **£20.33**

Crystal clear and Halo headlamps **£35.99** pair

LED light bar 500mm **£189.50**

LED light bar 120mm **£59.95**

# SPOT LAMPS & WORK LAMPS

8" 100W Wipac Spot Lamps from **£53.94**

5.5" Chrome Wipacs **£30.00**

Round work lamp & fixings **£36.00**

Rectangular work lamp & fixings **£30.58**

Round Stone guard **£5.72**

Wing mirror mounting bracket **£12.00** each

Microline rectangular Fog / driving lamps c/w covers **£35.94**

Ring Ice Blue Fog / Driving lamps **£28.11**

H.I.D kit all models from **£195.00**

# LIGHT GUARDS & MOUNTS

Defender light guards from **£66.00**

Discovery light guards from **£89.95**

Range Rover light guards from **£71.94**

Freelander light guards from **£66.00**

KBX NAS light multi mounts from **£57.42**

KBX NAS multi light guard from **£36.00**

KBX single light guard from **£24.00**



# KBX ACCESSORIES

Front grill & headlamp surrounds

Satin Black from **£204.00**

Zambezi Silver, Brunel grey, Santorini Gloss Black from **£253.20**

Hi Force Top vents (pair) **£60.00**

Satin Black **£60.00**

Zambezi Silver, Brunel grey, Santorini Gloss Black **£72.00**

Single side vent from **£50.40**

# GRILLS & HEADLAMP SURROUNDS

S/S 3 piece headlamp surrounds **£84.00**

S/S Front grill **£82.74**

Standard Defender grill **£21.54**

S/S Headlamp surrounds **£35.69** pair

TD5 Headlamp surrounds **£25.48** pair

Discovery 300 TDI & TD5 Saudi spec grill >03 **£195.00**

# OFF ROAD SUSPENSION

Tubular front shock turrets from **£78.00**

Heavy duty from turret securing rings **£24.00**

Cranked rear radius arms **£138.00**

Castor corrected front radius arms from **£235.00**

# DISCOVERY SIDE STEPS

Discovery 1 Chevron Tread **£192.00**

Discovery 2 Chevron Tread **£186.00**

Discovery 2 Stainless Steel **£240.00**

Rear retractable step from **£110.00**

Disco3 Stainless steel tubes **£276.00**

**FREELANDER SIDE STEPS**

Freelander 1 rubber topped **£180.00**

Freelander 1 Stainless Steel **£210.00**

Freelander 2 Black & alloy **£450.00**

Freelander 2 Black tubes **£396.00**

Freelander 2 Stainless tubes **£474.00**

# DEFENDER STEPS

90 Tomb Raider style steps **£204.00**

110 Tomb Raider style steps **£240.00**

90 Basket style side steps **£210.00**

110 Basket style steps **£220.00**

90 Stainless steel side tubes **£234.00**

110 Stainless steel side tubes **£264.00**

Single folding side step **£40.80**

Single folding rear step **£40.80**

NAS spec style rear bumper step **£335.00**

# RANGE ROVER STEPS

Classic Chevron Tread **£192.00**

P38 Oasis pattern **£240.00**

Sport Chrome & Black **£354.00**

L322 Stainless steel tubes **£300.00**

L322 Black side tubes **£282.00**

L322 Black rubber topped **£414.00**



# MISCELLANEOUS

Twin rear step fits on to tow bar - will fit all models

Zinc plated **£24.46**

Black coated **£27.07**

Universal wheel step **£59.95**

- Back by demand



# SECURITY, PROTECTION & CHEQUER PLATE

Window grills

- Side sliding **£102.07**
- Small rear side **£36.07**
- Rear end door **£66.00**

Checker Plate - Available in either Black or Silver, 2mm or 3mm. Wingtops, Side sills, rear corners, cross member, Bumper treads, bonnet etc. Please call for prices.

NAS heavy duty Bumperettes **£102.07**

Rear corner Bumperettes **£58.74**

# OFF ROAD PROTECTION

Diff guards **£27.49**

Diff guards 110 rear from **£49.95**

Tank guards available for most models from **£71.44**

Steering guards Steel from **£83.94**

Alloy from **£99.60**

Rock slider & jackable sills with or without tree nerfs from **£162.00**

# WINCHING ACCESSORIES

Fix it kit **£11.04**

Off road kit - basic **£90.00**

4 ft High Lift jack (as shown left) **£71.94**

Hi Lift Mate **£38.40**

Off road base **£48.00**

Champion Winches 9500 & 12000 lb from **£414.00**

Jack Rack **£25.54**

Off road kit - Advanced **£108.72**

Terraforma winch bumpers from **£354.00**

# SUSPENSION

Terraforma +2" lift kit from **£234.00**

Parabolic springs SWB **£354.00**

Parabolic springs LWB **£390.00**

P38 Coil conversion **£420.00**

Discovery II Coil conversion **£120.34**

Range Rover Classic coil conversion **£270.00**

Air helpers from **£107.94**

Air helper compressor **£150.00**

Dislocation cones from **£60.00**

Poly bush kits from **£91.86**

# GIFT

Various Key rings from **£25.95**

Baseball caps in a variety of colours **£24.00**

Various Die cast models from **£18.00**

4 Children's story books **£9.99** each

Stoneware mugs in a variety of colours **£15.94**

# EXTERIOR ACCESSORIES

Defender wheel arch spats (std) **£120.00**, Extended **£222.00**

Discovery body moulding rubbing strips plain **£185.78** with bright insert **£223.79**

African spec spare wheel carrier **£188.94**

Defender, Discovery & Freelander Bike racks from **£84.00**

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### DEFENDER ALLOY INTERIOR



Clock surrounds TD1/TD5 **£84.00**



Window winder surrounds **£52.80**



Grab Handles **£111.63**



Gear knob R380 or LT77 **£30.00**

• Interior seat reclining handles **£78.00**  
• Air vent knobs 2002 on **£58.55**  
• Door locking pegs **£90.00**

### DEFENDER INTERIOR

Rev counter TD1 **£246.00**  
Rev counter TD5 **£258.29**



Loc box available in black, grey vinyl or techno cloth from **£186.00**

14" vinyl steering wheel & boss **£68.89**



Standard cubby boxes **£71.44**  
Security cubby box with radio housing **£234.00**

### COUNTY CONVERSION

Alpine roof window kit **£136.51 pr**  
Side sliding windows plain **£211.14 pr**  
Side sliding windows tinted **£240.00 pr**  
Rear rubber load area mats from **£68.84**  
Lap belts **£29.94 each**  
3 point harnesses **£49.20 each**  
Inner window surround trim kit **£335.00**  
Front Roof Head Lining 90/110 **£175.00**  
Rear Roof H/lining 90/110 **£195.00**  
Rear head lining finisher **£49.95**  
Seating and others available - please call for details



### FREELANDER / DISCOVERY INTERIOR



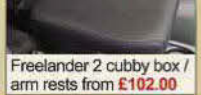
Discovery I / II roller blinds from **£240.00**



Discovery 1 dash repair kit from **£40.80**



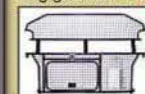
Freelanders 1 armrest from **£84.00**



Freelanders 2 cubby box / arm rests from **£102.00**

### UNIVERSAL INTERIOR ACCESSORIES

Seat covers front from **£45.00**  
Seat covers rear from **£30.00**  
Rubber front floor mats from **£45.00**  
Rear rubber floor mats from **£69.95**  
Land meter **£20.38**  
Dog guards from **£71.94**



### SERVICE AND REPAIR KITS

Wheel bearing kits from **£31.19**

Swivel housing kits from **£78.00**

Service kits from **£14.95**

Swivel pin kits from **£49.99**

Defender replacement hinge kits **£42.00**

### ALLOY WHEELS

16" Boost wheels (new) **£102.00**  
16" Boost wheels (refurbished) **£49.95\*\***  
16" Deep dish wheels (new) **£102.00**  
16" Deep dish wheels (refurbished) **£49.95\*\***  
16" Tornado wheels (new) **£96.00**  
16" Tornado wheels (refurbished) **£49.95\*\***  
\*\* Refurbished wheels are sold on an exchange basis, surcharges will apply\*\*



### STEEL WHEELS

1) 16" Wolf rims Black **£69.00**  
2) 16" Wolf rims White **£69.00** - take off  
3) 16" Black Modular **£45.00**  
4) 16" Silver Modular **£45.00**  
5) 16" White 8 Spoke **£45.00**  
6) 16" Series / Defender / RRC refurbished  
Exchange wheels from **£44.95**



### ALLOY WHEELS

20" Auto-biography Alloys **£180.00**

20" Stormer Alloys **£174.00**

18" Hurricane Alloy **£162.00**

20" New style Stormer **£180.00**

New style 16" Defender Sawtooth alloys **£156.00**

Zu Rims from **£156.00**



### TYRES

BF Goodrich MT from **£132.00**  
Insaturo Special track from **£90.00**  
General Grabber AT2 from **£132.00**  
BF Goodrich AT from **£126.00**  
Insaturo Sahara from **£89.40**  
General Grabber UHP from **£93.60**  
Insa turbo AT from **£89.95**  
Insa turbo MT from **£90.00**  
Goodyear Wrangler MTR 235/85 x16 **£132.00**

Other tyres available please call for details.

### SPACERS & ADAPTORS

Hub nut spanner **£8.34**

Spigot rings - Set of 4 - late wheels on to Disco 2 and P38 **£60.00**

Locking wheel nuts all models from **£40.80**

Hub Adaptors to enable fitment of Disco II and P38 wheels onto your earlier axles **£390.00**

Wheel Spacers to suit most models from **£192.00**

Heavy duty wheel braces from **£10.38**

Freelanders wheel shims **£59.95**

### BITS AND BOBS

Spare wheel covers - most sizes from **£30.59**  
Service kits all models from **£15.00**  
Bulkhead repair panels **£40.80 pr**  
Wind and rain Deflectors  
Fronts from **£40.80** all models  
Rears from **£36.00** all models



### TERRAFIMA WHEELS

16x7 TFX DEF/D1/RRC in Silver, Gun metal Grey or Black **£159.99**  
6x7 RVS D2/P38 in Black or Anthracite **£160.00**  
Bead lock rings and bolt kit set of 4 **£450.00**  
16x7 Dakar DEF/D1&2/RRC & P38 Black or Silver from **£162.00**  
16x7 RVS DEF/D1/RRC in Black or Anthracite **£150.00**  
16x7 Offender DEF/D1/RRC **£132.00**

### RECONDITIONED AXLES

Disco/RR/Def fronts from **£995.00**  
Rear from **£795.00** Salisbury rear **£895.00**  
Recon Axle casings from **£375.00**

NEW Defender front Axle ABS or non ABS Complete assy **£1378.71**  
Recon steering boxes from **£150.00**  
\*ALL UNITS SOLD ON AN EXCHANGE BASIS\*



### CHECKER PLATE

Wingtops with aerial hole **£73.02**  
Bonnet protectors early and puma models from **£71.94**  
Side sills for 90's and 2 & 4 door 110's from **£59.95**  
Rear cross member cover **£51.01**  
Rear corner protectors for 90 & 110 from **£33.65**  
Bumper treads **£18.00**  
3mm in Black or Silver anodised complete with fixings, 2mm also available. All sold in pairs

### RECONDITIONED TRANSMISSION

Series Gearbox from **£714.00**  
LT77 Gearbox **£570.00**  
Freelanders from **£522.00**  
R380 Gearbox Disco/Def **£660.00**  
R380 Range Rover P38 **£720.00**  
Freelanders 2 Rear diff **£594.00**  
Transfer boxes Def / RR / Disco from **£595.00**  
Differentials all models from **£234.00**  
Clutch kits from **£79.95**  
NEW Prop shafts all models from **£58.75**  
\*ALL UNITS SOLD ON AN EXCHANGE BASIS\*



### TERRAFIMA ACCESSORIES

Defender Cruise control kits  
To suit TD5 and Puma models **£372.00**

Bulkhead removal bar for extra room **£155.94**

Jerry cans in a range of sizes and colours from **£22.75**  
Holders, spouts and seals also available

Seat extension brackets DEF **£54.00**

### TERRAFIMA LIGHTING

Terrafima 8" Halogen spot lights **£101.94** or HID Xenon spot lights **£190.74**

ECE 7inch Round PR **£475.00 per pair**

LED work lamp multi voltage **£69.95**

LED Upgrade kits from **£120.00**







# FAST FORWARD 10 TEN YEARS

It is ten years since the Range Rover Sport made its debut and changed the perception of Land Rover for ever. Dave Phillips looks back on a decade of fast cars







**Above and below**  
Dash from the first Range Rover Sport; Although the 2009 G4 Challenge was cancelled at least one Range Rover was produced

**Bottom right**  
The TDV6 diesel arrived in early 2014, and was even more refined, more efficient and better to drive than before







**A**bove all other motor manufacturers, Land Rover has got the enviable habit of getting it right. Put simply, it doesn't make bad cars. There are no automotive skeletons lurking in the cupboards at Solihull and Halewood. Even the least-loved Land Rovers of the past – most notably the P38 second-generation Range Rover – wasn't a bad car. It was just too advanced for its time. And it still boasts an impressive fan club, with our own Frank Elson among its chief cheerleaders.

But this feature is about a very different Range Rover – one that changed the face of Land Rover ever. This is about the Range Rover Sport, which made its debut in 2005.

When it appeared a decade ago, the Sport was very controversial. Here, for the first time, was a Land Rover that wasn't designed primarily for being an off-road performer. Up until then, Land Rovers were designed to be best in class off-road and their suitability for on-road driving was a bit of a bonus. Nobody thought of a Land Rover – any Land Rover – as a tarmac star. Until the advent of the Sport.

We should have seen it coming. After all, we got a pretty broad hint of what was to come when Land Rover unveiled a concept car – named the Range Stormer – at the 2004 North American International Auto Show. It was a sleek, low-slung, short wheelbase coupe with three doors, two of which were split-folding gullwings. Oh, how we all laughed. All motor manufacturers come up with daft concepts to bag the headlines at motor shows and we reckoned this was Solihull's attempt at a publicity stunt.

But how wrong we all were. A year later, a car looking mightily similar to the Stormer made its debut. The all-new Range Rover Sport had five doors, none of which were related to seabirds. It also had a longer wheelbase

and shared its underpinnings with the Discovery 3. But it was clear that this was the Stormer incarnate. Land Rover had turned the concept into reality – and what a stunning impact it made.

I attended the official launch, which was on the French-Spanish border and covered a brilliant variety of terrain in the Pyrenees, including a gloriously empty stretch of open motorway when I got behind the wheel of the supercharged V8 petrol model, which was capable of 150mph, but had been restricted to 140mph. Of course I couldn't resist being totally irresponsible and burying my right foot in the carpet to see how fast it would go. Unfortunately I can't tell you exactly how fast it went, because I didn't dare take my eyes off the rapidly-diminishing road. Let's just say I'm glad I wasn't caught by the gendarmerie.

But although the 4.2 V8 supercharged was the headline star, the valiant supporting acts were just as important.

The 4.4 naturally-aspirated V8 petrol and the 2.7 TDV6 diesel were obviously going to be the biggest sellers – particularly the latter, in Europe. And in the UK, it flew out of the dealers' showrooms.

In the Pyrenees, in a variety of tough challenges that includes deep wading, treacherous mud, rock crawling and dizzying hill climbs and ascents, I had been under no illusions that the Sport was the best in its class when it came to off-road ability. That mere fact gave its owners the bragging rights, but in truth few of them were to put it through its paces at the weekend pay-and-play or greenlaning run. Some folk bought it for its excellent road manners, but of course the vast majority bought it for its badge. The Sport was the affordable entry point for owning a new Range Rover.

That gave Land Rover top brass the problem of making sure Sport sales didn't come at the expense of full-fat

**"We reckoned this was Solihull's attempt at a publicity stunt"**







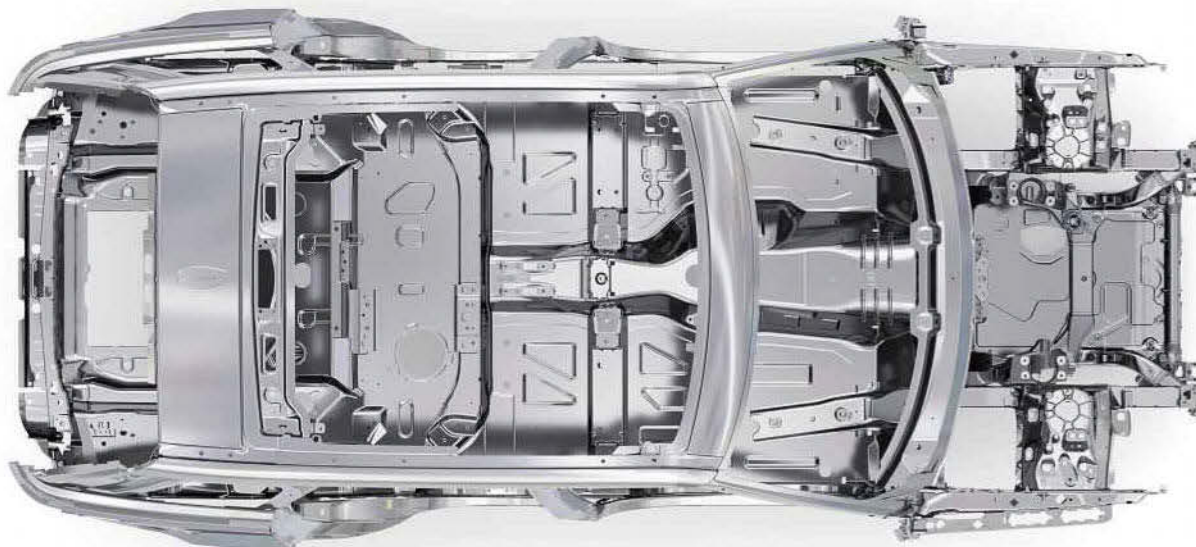
**Above:**  
Prefigured by the Range Stormer concept car, the Rover Sport was a whole new model based on the Discovery chassis

**Right:**  
Terrain Response 2 was certainly put through its paces – tested on dunes in the Middle East, the Nürburgring and deep water troughs in Wales





**Below and left:**  
Pan view of the latest Range Rover Sport; On the production line at one of Jaguar Land Rover's three vehicle manufacturing plants



Range Rover sales. After all, the third-generation L322 Range Rover, launched just four years earlier, was still a strong seller and massively profitable for the company.

To differentiate between the two, Land Rover widened the gap between them. Spec levels on the Range Rover were upgraded to new levels of luxury. Land Rover executives, meanwhile, said the Sport was for thrusting young executives on their way to the top, while the Range Rover was for those who had already got there. Trite, but neat. And soaring sales figures soon showed that Land Rover had, yet again, carved out a whole new niche.

Creating niches is something Land Rover has always been good at. The original Land Rover created a niche (utility 4x4) that nobody knew existed, as did the Range Rover (luxury 4x4), Discovery (leisure 4x4) and Freelander (compact 4x4). Now it had another – the performance 4x4.

To achieve stunning performance on-road, Land Rover created a suspension system similar to the Porsche 911, with cross-linked air suspension and the option of three ride heights (standard, off-road and access).

Terrain Response, which had made its debut on Discovery 3, had five settings: general driving; grass, gravel and snow; mud and ruts; sand; and rock crawl. These harnessed the advanced electronic driving aids, including traction control, dynamic stability and hill descent, as well as a central e-diff which locked and unlocked torque delivery to greatly increase grip on and off-road.

Road handling was further improved by electro-hydraulic anti-roll bars, which automatically reacted to cornering forces.

The original Sport was facelifted in 2009, featuring new lights, grille and bumper and interior changes, as well as three new engines. The V8s were replaced by two 5.0-litre variants – one supercharged (510 bhp/461 lb ft), the other

naturally aspirated (375 bhp/375 lb ft). The diesel engine was replaced by the 3.0-litre TDV6, offering 240 bhp and 440 lb ft.

Despite the bigger, more powerful 5.0-litre engine, the supercharged was still restricted to 140 mph, just like its predecessor. The diesel was capable of 120 mph and was more frugal than the outgoing model, with a claimed 33.2 mpg, compared to the 28.2 mpg of the pre-2009 unit.

The second generation Sport (L494) replaced the original (L320) in 2013, making its debut at the New York Auto Show. Just before that, I was invited to Land Rover's proving ground at Eastnor Castle, Herefordshire, for a ride in the new car. Here's what I said at the time...

*"There's a lot special about the second-generation Range Rover Sport. The headline figures for the new model are a top speed of 155 mph and 0-60 mph in a bare five seconds. They will be what catches the general*

*public's imagination as the V8 supercharged petrol engine hogs the headlines. That'll be the one Top Gear chooses to burn rubber round an abandoned airfield. But it's not the one the average British buyer will eventually*

## "The suspension system was similar to the Porsche 911"

*park on his drive. In the UK, as well as the rest of the Europe, it's the diesels that are the best-sellers, which means that the Range Rover Sport is seen as more than a performance machine.*

*The V8 supercharged Range Rover Sport 2 has got more horses than a supermarket's frozen food department, but we Brits prefer the beefier low-down torque of the oil-burners."*

As for its off-road capability, I was impressed. Everything it did, it did very well indeed. And it did it without the driver having to do more than point the vehicle in the right direction.

The reason for this was the most sophisticated Terrain Response system ever devised. Terrain Response 2 has an





# "Range Rover Sport is a great car that's a joy to drive"



The 2014 Range Rover captured the DNA of its predecessor but it had 70 per cent unique parts



automatic setting that does the lot for you, with a dedicated team of sensors detecting the challenge ahead and fine-tuning the engine, transmission and air suspension, accordingly. Awesome stuff.

For this drive I sat in a V6 diesel with a mere 8000 miles on the clock – but what miles! Jason Walters, Land Rover's splendidly-named Off-road Capability Manager told me that this particular car had been to Dubai for hot-weather testing in temperature over 50 degrees C, where it climbed the biggest sand dune in the Middle East (Big Red, which boasts a 22 degree gradient) five times in high range. Presumably the driver got bored after that, because it went to the notorious Nürburgring for high-speed testing. It then went to Wales, where it was put through a deep water wading trough more than a metre deep! And now it was at Eastnor, driving through more very deep water. Happily the aluminium undertrays, which came as standard, protected its vulnerable belly from the unforgiving rocks hidden below the murky surface of the muddy water. Astonishingly, the recommended maximum wading depth was 850mm – 100mm more than the previous model.

Sport 2 shrugged off every challenge. And it did it in comfort, even on axle-twisters (which is what we used to call very uneven ground when all Land Rovers had beam axles). Even in areas where extreme articulation was required, there wasn't the sort of pitch and roll you'd expect. Instead, Sport 2 glided over tranquilly, because Terrain Response 2 had automatically disconnected the anti-roll bars.

Land Rover put the new model on an aluminium platform, which gave a weight saving of up to 420 kg, and delivered better performance and gains in fuel economy and CO2 emissions. Even the supercharged V8 petrol achieved 20 mpg.

The new Sport was just 62 mm longer than its predecessor, yet at 4850 mm, it was shorter than most other SUVs. It was 149 mm shorter and 55 mm lower than

its big brother Range Rover.

There were two diesel engines: the TDV6 and SDV6 both boasted 443 lb ft of torque. The SDV6 was capable of 0-60mph in 6.8 seconds and achieved CO2 emissions of 199g/km. The TDV6 reached the same benchmark in 7.1 seconds with CO2 emissions of 194g/km. All engines were paired with the advanced electronically-controlled ZF 8HP70 eight-speed automatic gearbox.

- The full range of design options included:
- 11 interior colour themes, plus additional choice of seat colour.
  - Four aluminium interior finishes, plus three real wood veneers.
  - 19 exterior paint finishes (with three contrast roof colours).
  - Seven alloy wheel designs, on 19, 20, 21 and 22 inch rims.

Today, the Sport continues to sell as fast as Land Rover can make them, even though it is no longer the entry-level Range Rover. That place was taken in 2011 by the Range Rover Evoque – yet another niche created by Land Rover and this time the best-selling Land Rover of all time.

These days, Land Rover's sales figures are muddled by the huge numbers of vehicles sold abroad – particularly in China, but it is clear that Range Rover Sport is as popular as ever and, even though it is has been superseded by the second-generation model, secondhand prices even for early models are holding firm.

If you're in the market for a secondhand Sport, you don't have to go poking around underneath and checking for corrosion. But you do need a full service history and spend time checking that everything – and I mean every switch and dial – works. For your own peace of mind, get a warranty and a full AA or RAC inspection, too. These cars are complicated and expensive if they do go wrong, which will happen if services are neglected.

But find a good one and you'll find yourself driving around with a smile on your face. The Range Rover Sport is a great car that's a joy to drive.







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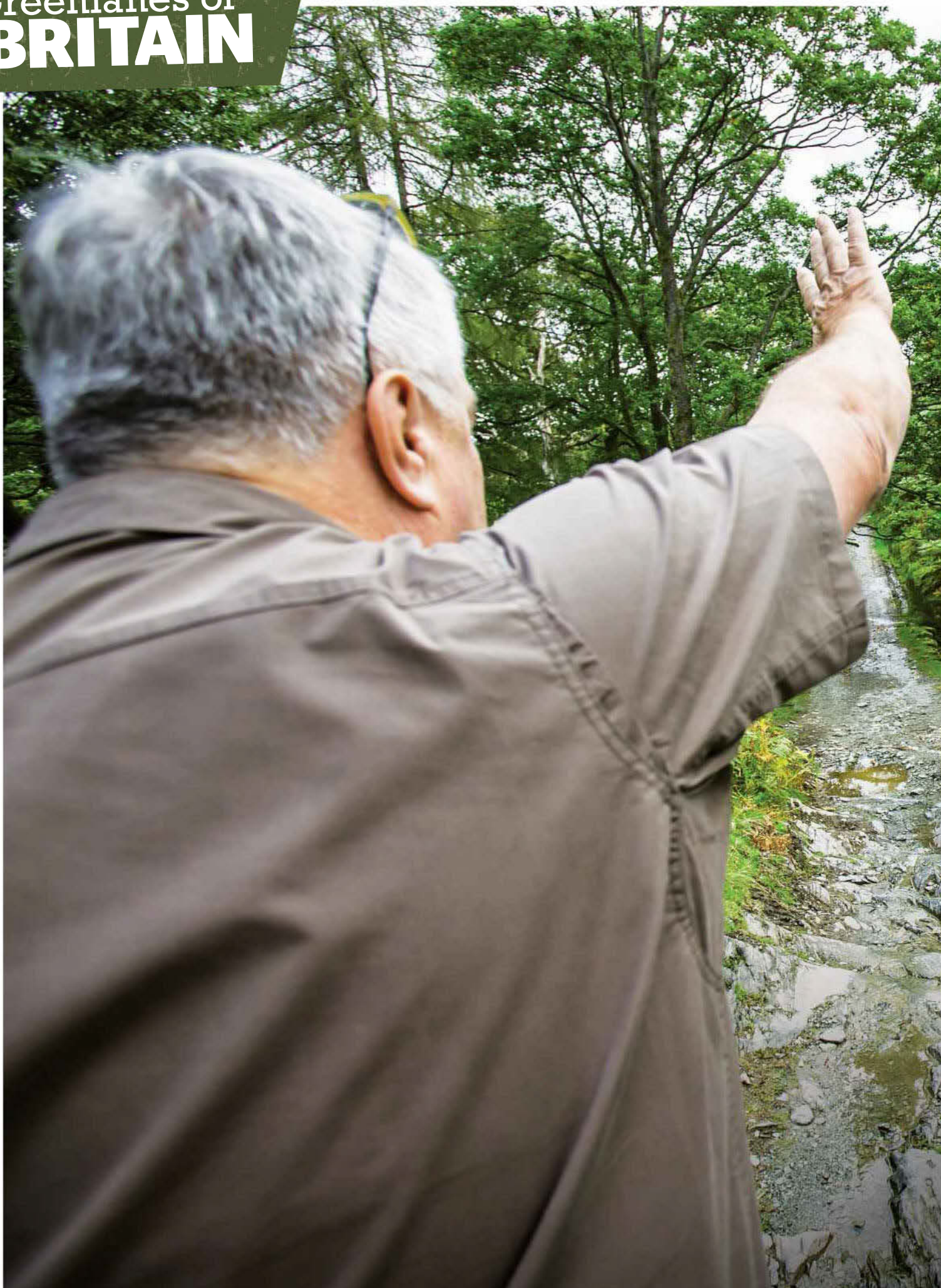
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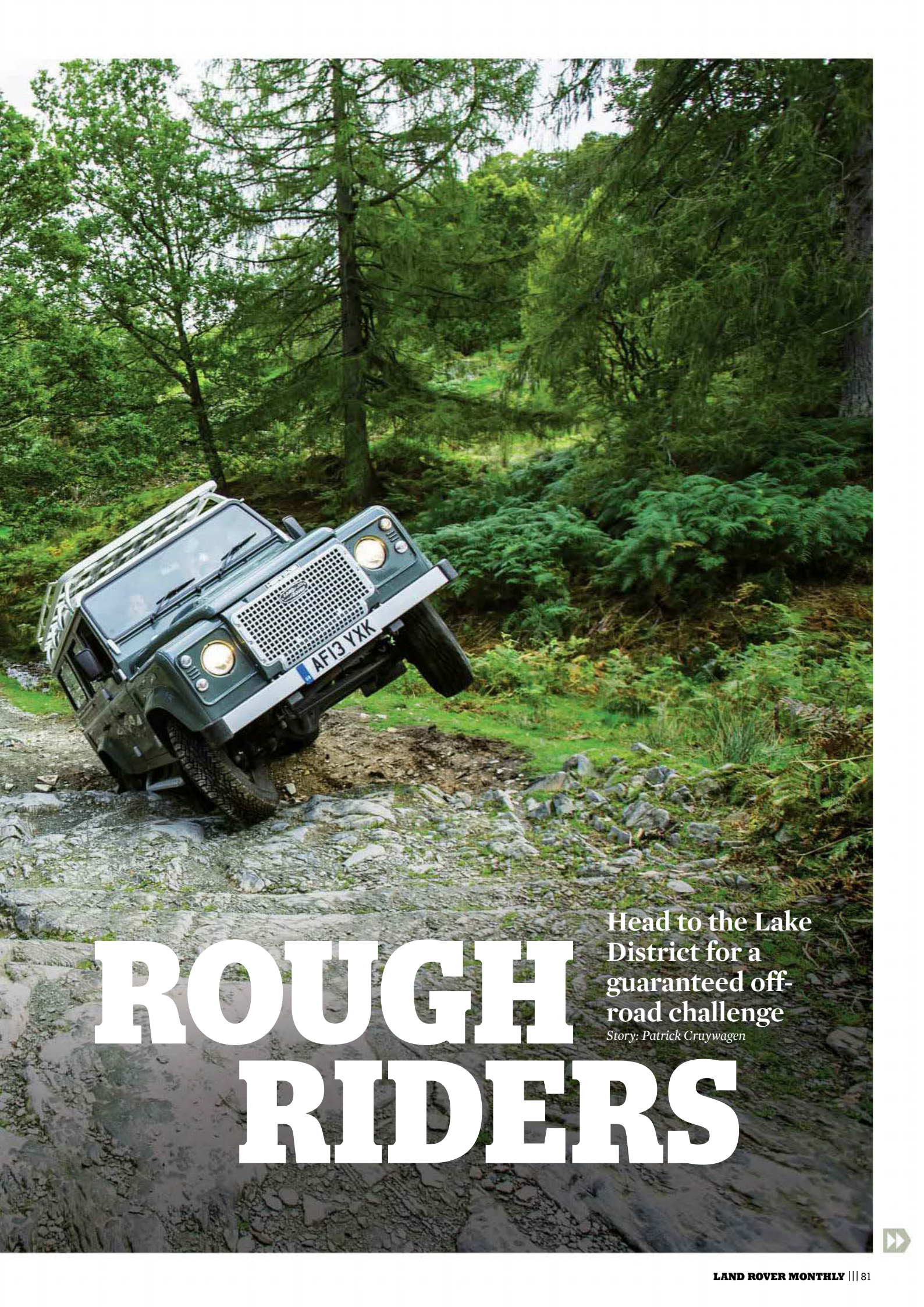
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# Greenlanes of **BRITAIN**







# ROUGH RIDERS

Head to the Lake District for a guaranteed off-road challenge

*Story: Patrick Cruywagen*







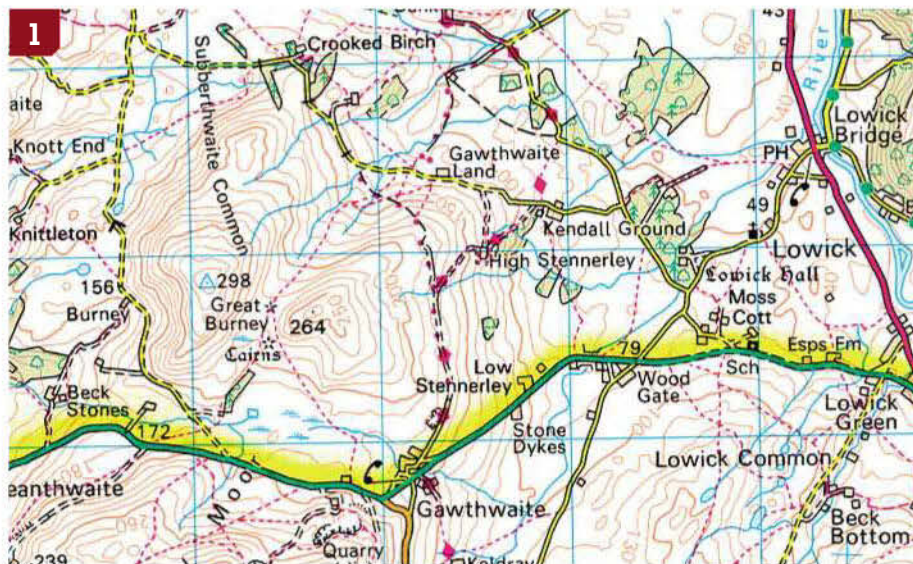
**I**t's easy to see why our Technical Editor Ed Evans lives in the Lake District. I like to think of it as England's Garden of Eden, home of the largest national park in all of England, the Lake District National Park. Situated in the park is Scafell Pike, the country's highest mountain, so yes the park is anything but flat. Then there are more than 2000 miles of rights of way in the park for you to drive, run, cycle, and hike along. Did I mention the lakes? Once you have had enough of the lanes and trails you can get out of your Land Rover and enjoy the coastline and many attractive looking lakes. As Ed is a man who enjoys his mountain biking, boating and Land Rovers, I cannot ever see him living anywhere else.

We were once again using the services of guide Russell Dykes from Yorkshire 4x4 Specialists; they offer guided trips in the Lake District. My instructions to Russ were simple: show us the best lanes in the whole of the Lake District. "The best ones have some challenging bits," he warns us. We are in two highly capable yet fairly standard Defenders that are not scared of a challenge. Russ is in his 2.2 TDCi Defender 110 that he uses for training, expedition and guiding purposes. He has added a few items such as a winch bumper, winch, sump guard, snorkel and roof rack.

We are in a Nene Overland Defender 110 Heritage LE. It is Keswick Green in colour with a few hard-to-miss Heritage additions. These include the unmistakable Heritage grille, grey door hinges and windscreen bracket, Alpine white roof, white side runner steps and white NAS tow step. We were under strict instructions not to damage the paintwork, and Russ had packed a pair of bush cutters just to make extra sure. Steve Miller from the *LRM*







advertising team was driving the Heritage 110 while I planned to guide him over the more technical bits. A team from Lancaster Insurance joined us. Hopefully our outing would give them a better understanding of what UK greenlaning is about.

Our first lane (map 1) starts just to the south of Coniston Water in a village called Gawthwaite, getting here from our overnight spot in Kendal took us about 30 minutes. As with many of the Lake District lanes, a farm gate greeted us; this is to control the movement of the animals.

The bright sunshine that was about when we set off was now gone, the rain was pelting down. This did not prevent ace photographer Alisdair Cusick from doing his work as he has a special raincoat for his camera equipment. The grass-covered tar track began with a gentle climb; the views to our right towards the River Crake and Newby Bridge were magnificent. The landscape here is just to die for, beautiful old stone walls, green rolling hills, farm animals and rocky tracks. Who needs to go to France or Morocco?

We continue along several ups and downs, opening and closing the farm gates as we bumble along. Soon the rain stops and ruts appear in the track. It was time to engage low range, this would help us get over a rocky step that lay just ahead. To get to the end of the lane we have to negotiate a long decline with even deeper ruts. The end of the lane is definitely more technical than the beginning and Steve has to carefully make his way through the ever-deepening ruts and then over the rocky steps. Our 110 does not have the greatest turning circle and so we have to take a reverse or two as we make our way through the switchbacks.

As we are driving tar road sections between the lanes we don't deflate our tyres at all. In



an ideal world one would deflate tyres a little on rocky lanes, this would definitely make for a smoother and less bouncy ride. Once at the end of the lane we head north along the River Crake towards our second lane (map 2), which begins at High Nibthwaite.

"This lane gets progressively aggressive," warns Russ over the radio. The track is rocky and hard; we climb gently and steadily while enjoying the views over Coniston Water to our left. Steve is in second gear low range and there is no sign of anything aggressive. After taking a big left turn the rocks turn into boulders. Time for first gear. Thank the Land Rover gods for traction control. Steve expertly straddles a deep gully, and soon things get a little easier again. Just before we can start to relax the lane throws us a few more curve balls. "If there are rocks that you are not happy with then



## EATING & SLEEPING

### Where We Stayed

#### Premier Inn (Kendal)

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### Lunch Stop

#### Three Shires Inn (Ambleside)

The perfect lunch stop. The staff are friendly, the service good and most importantly the food is top notch. I had a Tuna savoury sandwich with mayonnaise (£6.95) and for only an extra £1.50 they added a piping hot bowl of homemade soup. For more details see 015394 37215.

put your tyres over it because you don't want to damage your diff," warns Russ. The rocky steps just get bigger and bigger so do Steve's eyes and sweaty armpits. We are no longer driving along novice trails; this was definitely the real deal. Ahead of us Russ struggles to get up an extremely steep bit. His traction control is working over time and the tyres are turning but there is no forward motion. "I don't like this bit," he complains. I can see why. He tries a different line and this time he makes it.

Our turn now. As we near the top and turnaround point Russell calls a halt. He decides that we should turn around as it is not worth damaging the vehicles. I agree, we have to go down the exact track we just came up.

Somebody once said that going up is easier than going down. Maybe if on a tar road, we find out the hard way that this is not always the case when doing technical off-roading. We really take our time and get down without any damage or drama. The original plan was to head to Grizedale Forest next, but as it is almost lunchtime and I have done those lanes before, we decide to press on.

On the transit to our third lane (map 3) we head along the eastern side of Coniston Water, soon we leave the lake behind us. I call our third lane Oxen Fell because this is what is says on the map. After passing through the farm gate Steve engages low range. After a left-hand turns we head straight into the rough stuff, a steep rocky climb. Russ climbs out to





## WITH THANKS TO

**Yorkshire 4x4 Specialists**

Russell Dykes earned his pennies on this trip, as he had to guide us through several potentially sticky situations. *LRM* would definitely recommend his services. To see the dates and details of his future trips check out [www.yorkshire4x4specialists.com](http://www.yorkshire4x4specialists.com).

**Nene Overland**

We were loaned a 2013 Defender 110 Heritage LE from Nene Overland, on sale for £32,995. Sadly most people will never take Defenders like this off-road. We showed that you could without so much as a scratch. For more details see [www.neneoverland.co.uk](http://www.neneoverland.co.uk).



A full-page photograph of two Land Rover vehicles driving on a narrow, rocky path through a lush, green, hilly landscape in the Lake District. The lead vehicle is a dark-colored Land Rover Defender with its headlights on, driving towards the viewer. Behind it, a smaller, light-colored Land Rover is also on the path. The terrain is steep and covered in vibrant green grass and some brown patches. In the background, a stone wall runs across the middle ground, and a tall electricity pylon is visible on a distant hill. The overall scene conveys a sense of adventure and off-road capability.

“My instructions were simple: show us  
the best lanes in the Lake District”











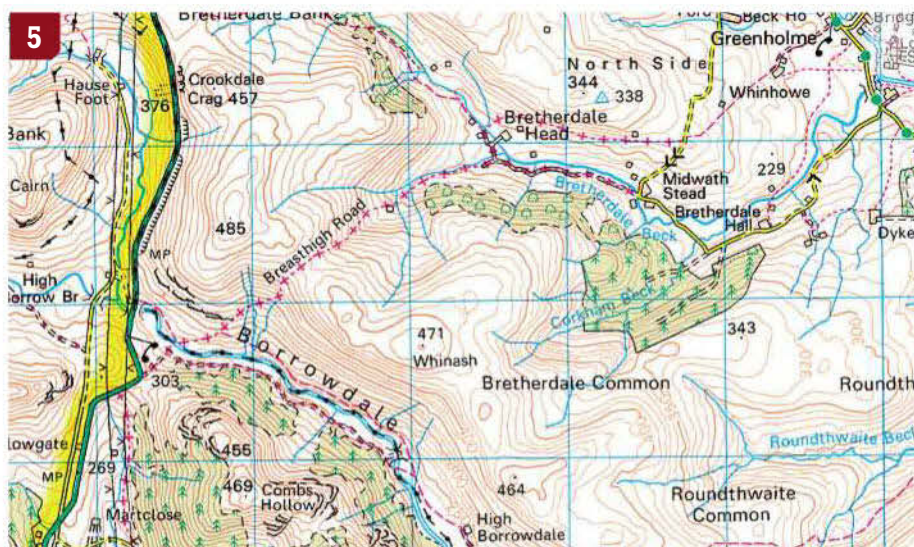
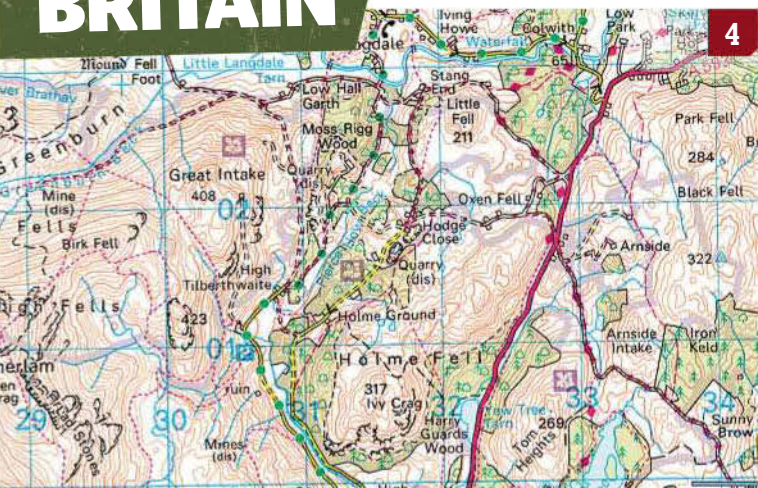
## “At one stage Steve gets some serious air”

guide Steve, I want to climb out but Steve was having none of it. “We need the weight in the front of the Defender,” he argues. We have several tries at the obstacle. Our road tyres are not helping. At one stage Steve gets some serious air and I can almost see St Peter. Line is so important on these lanes, it can mean the difference between success and failure. Having a guide who knows each and every rock in the park helps a lot. After two more serious-looking switchbacks the lane seems to ease off a little. The rain joins us again as we pass through a narrow gate. Compared to what we have just driven over, the last part of the lane is pretty tame. The lane finishes at Hodge Close, home to an old slate mine. The local slate is called Coniston Green because it supposedly has a slight green tinge to it. I picked up a piece, but to me it looks just like a regular piece of slate.

Before stopping for a very late lunch there is time for one more lane (map 4): High Tiberwaith, it lies just to the east of the old slate mine so no long transits this time. It was not too long ago that GLASS donated some much-needed money to repair some of the walls near the start of the lane. Obviously this did not make the national papers. To get onto the lane we pass through a rather narrow farm gate. Please be considerate towards the farmer and his livestock if doing this lane. While repairing the walls they also repaired the first part of the lane so that the repair trucks could get in. From the moment we started the lane we climb and climb and climb.







There are loads of loose rocks to contend with; our going is slow. Some walkers come flying past us. Eventually a short downhill offers us some respite, I can see the old slate mine to our right. Soon we head along a ridgeline and the going is steady and somewhat easier. It does not last long before we begin climbing again. The rocks are wet and our road bias tyres spin around in their search for traction.

We are not going anywhere. I suggest to Steve that we try second gear and a little more momentum. This time we make it. The wind and rain smash into our Defender.

This is the lakes at their best. After a short section on the plateau we start with the mother of all declines. Steve literally inches the Defender along. When not negotiating the axle twisters and drop offs we try and enjoy the incredible views. To the north of us are two of the steepest passes in all of the UK – the Hardknott and Wrynose.

At times we have one or two wheels in the air, such as the nature of the lane, more importantly our paintwork remains unscratched. After what seems like an eternity we arrive at our lunch stop, the Three Shires Inn in Little Langdale. To get to our fifth (map 5) and final lane we have to go through



## SATMAP ACTIVE 12

Thanks for the loan of the Satmap Active 12, the perfect GPS unit in planning an adventure filled trip to the Lake District. The Active 12 can be mounted on your mountain bike, carried while hiking or else mounted in your Land Rover. For more details see <https://satmap.com/>.

Windermere and just north of Kendal.

It takes us a while to get there but it is definitely worth it. According to my Satmap Active 12 the lane will take us along the Breasthigh Road. We have to take great care when turning off the busy A6 onto the lane as the entrance lies on a tight, blind corner. This is a classic English lane with outstanding views down into the valley.

The lane starts with a drop down into the valley followed by a wide river crossing. We then climb for what feels like hours, I can see where the track disappears over the horizon. To get there we have to make our way over thousands of medium sized rocks. By now Steve is an expert, he knows exactly how to get the best out of our precious Defender. Once at the top of the climb we can see the M6 in the distance. What goes up must go down and so we begin our long, slow descent. It is good to be on what can only be considered a long lane by UK standards.

Our final challenge of the day consists of a rather narrow gate at the end of the descent. Steve has to do a few reverses to line it up. A big rock does not make life any easier for us. Sadly this final gate signals the end of our Lake District laning trip. One day is definitely not enough for this big national park. One needs at least a long weekend to properly explore a fair chunk of its greenlanes and other attractions.

It had been a great outing, challenging off-roading made easier with the use of a guide, in a very special place. The lakes are definitely the place to be if you're looking for a decent off-road challenge.





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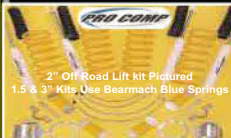
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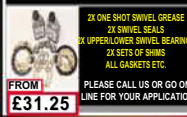
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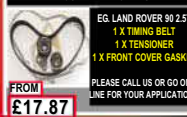
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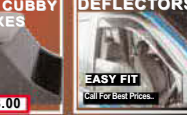
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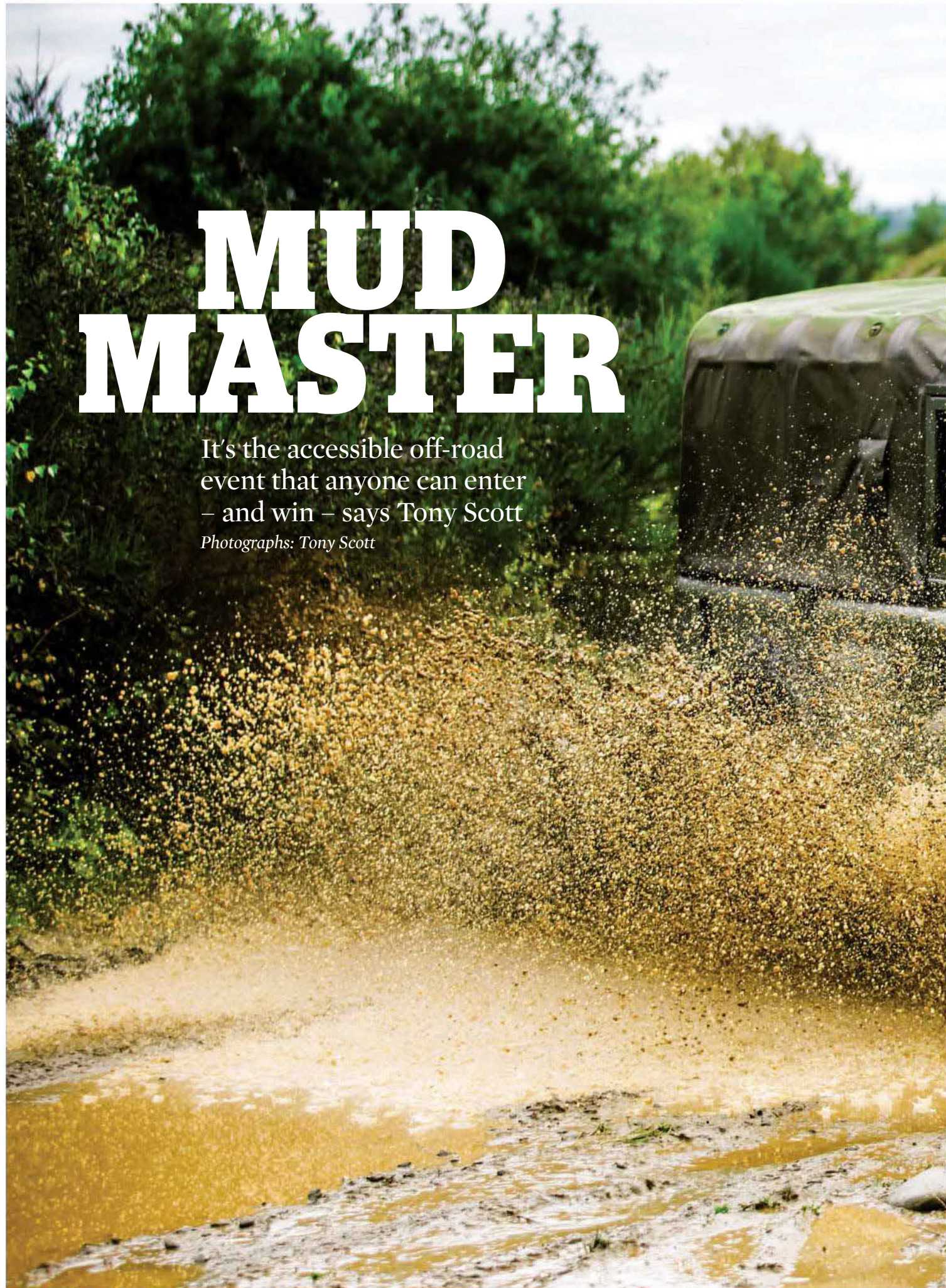
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# MUD MASTER

It's the accessible off-road  
event that anyone can enter  
– and win – says Tony Scott

*Photographs: Tony Scott*











**Right:**  
Defender 90s and  
110s, and Discoverys,  
showed up for the  
annual off-road  
extravaganza







**Left:**  
As well as having the opportunity to drive on a range of terrains, Mudmaster is a navigational exercise



**M**udmaster is the ideal event for any Land Rover owner looking for a friendly, low-cost weekend, with an amazing menu of 12 sites and some 200 miles of event-related activity.

Better still, Mudmaster is non-damaging and is only open to road taxed vehicles, so there's little chance of being threatened by the extreme beasts from the outer reaches of off-road sport.

The organiser of this annual off-road extravaganza is Major Donald Urquhart, who explains: "The event is hosted at 154 (Scottish) Regiment, Royal Logistic Corps at their Dunfermline Army Reserve Centre. The MSA event is promoted by the British Army Motorsports Association, but much of the organisation and marshalling is a joint venture with the Scottish Land Rover Owners Club. There is also a huge turnout from the Scottish Off Road Club and the Highland Four Wheel Drive Club, many of whom are on their first Mudmaster."

Crews immerse themselves in a road safety test, regularity runs, auto tests, on-road observed driving, manoeuvring and orienteering, plus RTV trials over various sites, six of them brand new this time round.

A heady mix of topography from reclaimed coal mines, hillside farms, sand and gravel quarries, forests and fields provide enough activities to keep everyone busy. Once they can find the sites, that is, because Mudmaster is also a navigational exercise for troops and civilians alike, backed up with an excellent road book illustrated with satellite images, map extracts and marked routes round the sections.

There's even a green road run option for those who just want the fun of navigating over a wide variety of terrain, without the added challenge of taking the test sections, and the forest and farm drives are an off-roading delight in themselves. To make sure that crews get the chance of a rest, there is a compulsory half hour lunch break in the parking area at Twechar pit.

With so many sites to visit, the weekend began promptly at 09.00am on the Saturday after the tea, coffee and a drivers briefing from the organisers, who reminded crews to switch electronic navigation aids off and old-school map reading skills on. 4x4s left at one minute intervals so if all directional hope was lost, you could always follow the one in front (and hope they knew where they were going!).

The armed forces brought along Defender



## "A heady mix of topography provide enough activities to keep everyone busy"

Wolfs and Tithonus as well as a fleet of extremely capable MAN 4X4 SV trucks.

Mudmaster's reputation for delivering tricky orienteering layouts was fully deserved by one of the new sites. Cambusmore near Callander in West Perthshire was reached after stages at Carron Valley forest and Lennieston Muir forest, and I followed a steady stream of Defenders through the gates of a worked-out quarry. The map showed a trail extending along an abandoned railway, followed by a sharp climbing right into Cambusmore and Drumvaich forests, and it boasted great views of the surrounding mountains and wild scenery.

It was the driest Mudmaster for years, but Land Rovers always find mud, and Cambusmore duly obliged with a couple of satisfying mud runs.

Game over, and a new winner takes the Mudmaster trophy down to England. Piloting a well-fettled Defender 90, driver Phil Griffiths and partner Nell Watterson romp home with a score of two points, followed closely by Team Duncan in another Defender 90 on four points.

Major Urquhart, and SLROC organising powerhouse Alex Lindsay and their awesome

support teams, put in monster planning and prep time to deliver a brilliant event for the 65 or so civil and military crews taking part. Mudmaster is a real feel-good event, one where the world's best 4x4 by far gets the chance to show just what a capable leisure off-roader it is.

## RESULTS

1. Phil Griffiths, Nell Watterson (Def 90)
2. Martin Duncan, Mhari Duncan (Def 90)
3. Ewan Sandison, Dave Low (Toyota Hilux)
4. Kingsley James Iball, Kingsley Iball (Def 90)
5. Gordon McCheyne Andrew McGregor (Def 90)
6. Ruari Treble, Louise Treble (LT WT)
7. Nick Johnson, Maddy Corbin (LR S1)
8. Niall Campbell, Fiona Campbell (Jeep Cherokee)
9. Adam Compton, Chris Thorne (Def)
10. Liam Challis, Helen Knott (Def 110)

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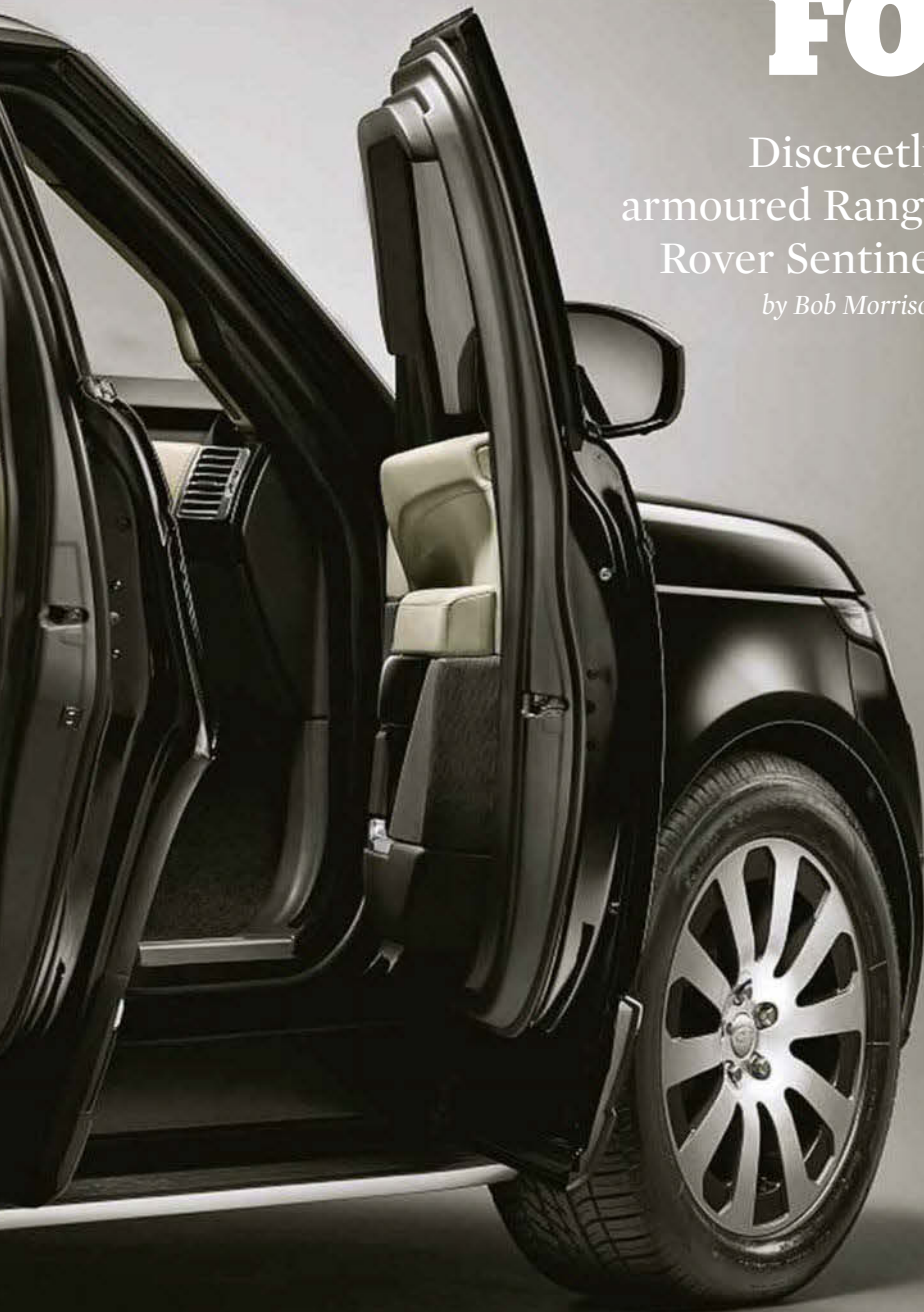
# MILITARY FOUR BY FOUR FORTRESS

## Discreetly armoured Range Rover Sentinel

*by Bob Morrison*

IN JUNE 2014 Jaguar Land Rover announced the launch of a Special Operations division “to meet the increasing needs and aspirations of today’s discerning customers”. Two months later it announced that it had chosen Prologis Park in Ryton-on-Dunsmore, near Coventry, for the company’s investment in its new Special Vehicle Operations Technical Centre. It was officially known as SVO, just like Land Rover’s legendary specialist designs department formed by Roland Maturi way back in 1985, which closely cooperated with George Adams’ Government & Military Operations Department for many years. The new JLR Oxford Road facility first hit the headlines in February with its three new vehicles for the forthcoming James Bond film, Spectre, before appearing in the spotlight in June when H.M. The Queen arrived in Cardiff in the new hybrid-powered State Review Vehicle to present new Colours to the Royal Welsh Regiment.

Engineered by Special Vehicle Operations this singularly unique Range Rover convertible, powered by a diesel hybrid engine which enables it to run at times purely on electric power, is priceless and unlikely to come up for sale in the foreseeable future (unless Mr Corbyn gets into Downing Street and achieves his dream of terminating the monarchy). But if you happen to have around £300,000 to spare there is another SVO-engineered Range Rover now on the market. Announced September 07







The RR Sentinel was unveiled at the DSEi expo in London September 15, 2015

## DECLASSIFIED



## DISCREET DISCOVERY

A QUARTER of a century ago the Iron Curtain had fallen, Coalition Forces were gearing up to kick Saddam Hussein out of neighbouring Kuwait and the Land Rover Ninety / One-Ten family was re-branded as the Defender. Shortly after this Land Rover's Government & Military Operations team proposed the Project JUNO militarised Discovery variant, but the programme stalled with commentators suggesting commercial pick-ups would never be robust enough for conventional military users. Roll forward to 2015 and militarised civilian Volkswagens and Nissans now serve with NATO armies. Watch this space.

and unveiled at the Defence Security & Equipment international (DSEi) expo on the 15th, the Range Rover Sentinel is the latest Land Rover model to carry the SVO pedigree.

Armoured Range Rovers are quite rare, but they are not a new invention as discreetly protected Classics carrying formal Land Rover Approval were produced by specialist armouring company J. MacNeillie & Sons Ltd. from the early 1980s. Like the new Sentinel, MacNeillie Range Rovers were offered, through Land Rover Ltd., for the protection of Heads of State, diplomats, senior executives and others who faced attack from armed assailants or assassins. Liveried examples were also procured for use in the UK by the Metropolitan Police, the Atomic Energy Authority Constabulary and the Ministry of Defence.

Shortly after the Ford Motor Company bought Land Rover from BMW at the turn of the millennium, incorporating the marque into the Premier Automotive Group with Jaguar, Volvo and Aston Martin, the new American owners teamed Solihull up with the French armouring company Labbe (part of US-owned Armor Holdings Inc.) to produce discreetly protected Defenders and Range Rovers. One of the new Land Rover Approved armoured Range Rovers, a black L322 model, appeared on Land Rover's stand on May 30, 2002 at the Defence Vehicle Dynamics expo in Surrey and a second example, in silver rather than black, was displayed by Labbe at the Eurosatory defence expo in Paris on June 17.



The underside protection can be seen in the mirror below

Both were left hand drive.

Armor Holdings continued to produce armoured L322 Range Rovers throughout the decade including a Vogue model which offered B6-level ballistic protection plus side blast and underfloor grenade blast protection, but even that top-of-the-range luxury vehicle pales into insignificance with the introduction of the L405 Sentinel. Based on the luxurious Range Rover Autobiography model the Sentinel, which shares its name with Jaguar's discreetly armoured long wheelbase XJ model used by Prime Minister David Cameron, among others, is not only certified to VR8 ballistic and blast resistance level, but also offers superb off-road performance.

According to JLR, the Range Rover Sentinel is "aimed primarily at export markets and built to special order with indicative pricing of €400,000" and they also state that the first





luxury armoured vehicle to be fully engineered by Land Rover's Special Vehicle Operations is "hand built at its Oxford Road facility, providing the highest levels of protection an SUV can offer against a wide variety of attacks". Of course, there are luxury armoured limousines in service which offer higher protection levels than the Sentinel but, unlike SVO's new baby, they cannot go off-road to escape attack should this prove to be necessary.

Damien Wilson, the Senior Programme Manager at SVO, explains: "The ability to go off-road for a Range Rover vehicle is paramount for its DNA. For an armoured application such as the Sentinel it's important to be able to evade or avoid any threat or attack

**1:** The Sentinel offers all the luxury touches of the Autobiography model

**2:** Built-in blues and twos and host of other security options can be specified

that might be present, so we've uprated the air springs, the dampers, the anti-roll bars, and tuned the Dynamic Stability Control System to account for the additional mass of the vehicle. We've taken the highest performance brakes available for Range Rover and we've actually taken them to a level above that to ensure we

get the ultimate stopping performance."

Without going into too much detail, the Vehicle Resistance Level 8 (VR8) protection standard requires that all doors and windows should be capable of resisting penetration from 7.62x39mm Full Metal Jacket rounds, as used in the Kalashnikov family of AKM assault

## RANGE ROVER SENTINEL

### PROTECTION FEATURES



» The new Range Rover Sentinel is the first luxury armoured vehicle to be fully engineered by Jaguar Land Rover's Special Vehicle Operations. Unmatched by any third-party conversion, this mobile fortress has impressive ballistic and blast resistance. Hand-built at SVO's all-new Oxford Road facility, it is based on the standard wheelbase Range Rover Autobiography. The Sentinel is a discreet armoured vehicle with few visual clues as to what lies beneath. It combines the luxury, dynamic handling and all-terrain capability that is a hallmark of every Range Rover, with class-leading levels of occupant protection.

Please Note: Diagram for illustrative purposes only. Ballistic integrity is a function of weapon and projectile. Full ballistic details available on enquiry.

» RANGE ROVER SENTINEL OFFERS WORLD-CLASS PROTECTION AGAINST:



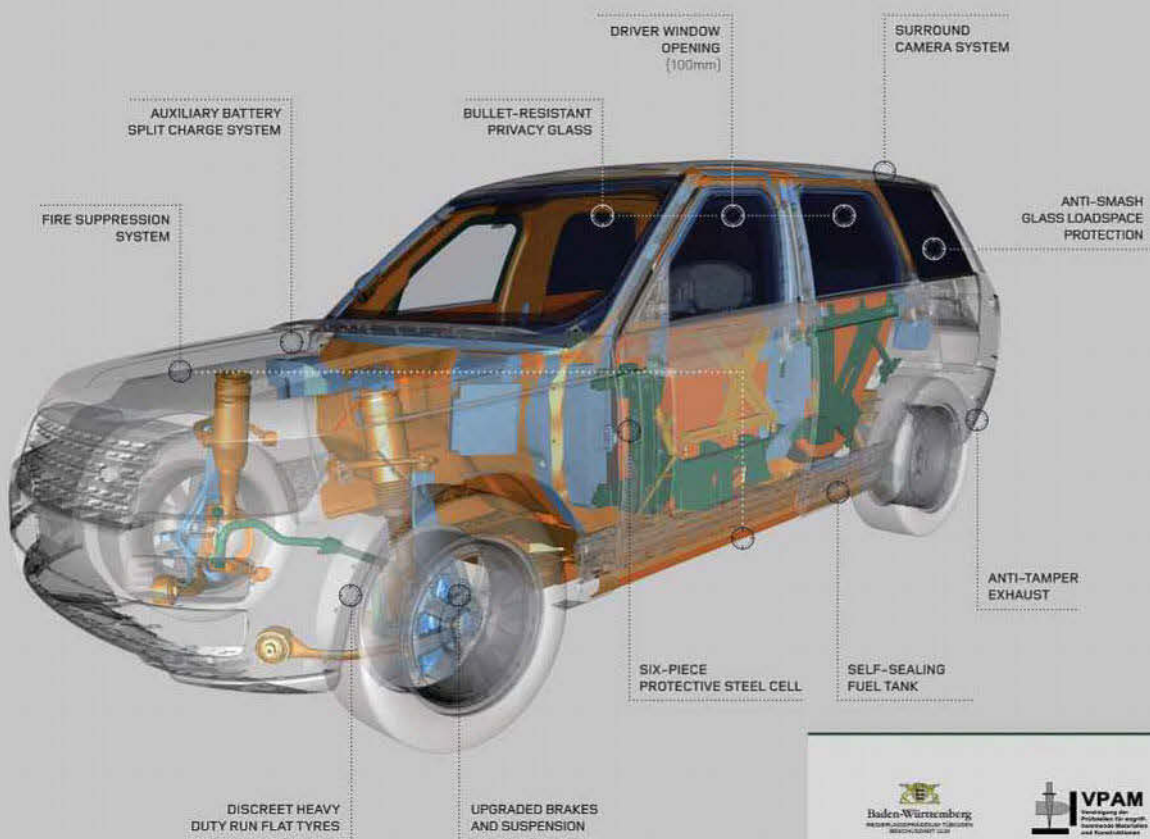
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rifles and light machineguns, fired from a range of ten metres. The RR Sentinel, which JLR call a “mobile fortress” and say “is designed to withstand the most damaging and targeted of threats including penetration by 7.62mm high velocity, armour piercing incendiary bullets” has not only been certified by QinetiQ as meeting this standard but has also been granted full EU homologation.

As if that is not enough, the Sentinel can withstand lateral blast from 15kg of TNT and is protected underneath and above against two fragmentation grenade (DM51 type) explosions. A six-piece armoured passenger cell, made of super-high-strength steel, provides this world-class protection assisted by multi-laminated armour privacy glass of optical quality which, despite being capable of defeating Kalashnikov rounds, provides excellent clarity for the driver and occupants.

Unlike many saloon-based discreetly armoured vehicles, which often have to be converted on stretched car chassis and therefore suffer from poor breakover angle, the Sentinel offers the same ample legroom as the Range Rover Autobiography. In addition, two adults of generous proportions can comfortably be accommodated in the rear. By revising the Dynamic Stability Control and Ride Stability Control systems, SVO have even been able to ensure a 650 kg payload can be carried and both suspension and brakes have been uprated to more than adequately cope with the additional weight of the fully loaded armoured fortress.

If the company is to be believed, and having seen the demo tapes I have no reason to doubt them, SVO has ensured Range Rover’s legendary ride comfort and handling are retained, yet Sentinel is still able to deliver precise on-road dynamics to allow occupants to escape attack while maintaining the off-road capability that those of us who love the Land Rover brand would expect. Should the brown stuff hit the fan and the driver has to push the pedal to the luxury carpet to make full use of the 3.0-litre V6 supercharged petrol engine and specially-calibrated ZF 8-speed automatic transmission, run flat tyre inserts fitted to the special 20” split rim alloy wheels should ensure a swift getaway even if they are deflated by bullet strikes or blast fragments.



NATO Secretary General Jens Stoltenberg used this armoured Range Rover in Poland in June 2015 - note escorting Discoverys behind

## “Armoured Range Rovers are rare, but not a new invention”

In a worst case attack scenario with the side doors blocked, the occupants would still be able to extract via an Emergency Escape System behind the rear seats and out through the split-level tailgate taken from the standard production vehicle. This is one of the beauties of the Sentinel using a commercial body shell, albeit one finished with a luxuriously sparkling paint job, which outwardly looks little different from the RR Autobiography to the casual observer. Although those with an eye for detail may pick up the obvious clues that the glazing is non-standard.

Damien Wilson has stated “this vehicle should only stand out as being a Range Rover Autobiography and not for its armoured nature”. He sums Sentinel up in three words: Luxurious, All-terrain, Fortress. And I couldn’t agree more.

### DISTANT COUSINS?

THERE ARE higher protection level luxury saloons in use by some Heads of State, but as these do not have Land Rover’s DNA they are not suited for driving off the black stuff.

For example, Israeli Prime Minister, Benjamin Netanyahu, uses an armoured Audi Quattro saloon which is said to offer V9 protection level, though this long wheelbase saloon has such low ground clearance that it would probably find any terrain more challenging than a road with sleeping policeman humps, difficult to cope with.

America’s President Barack Obama has an even better armoured limo, known as Cadillac One or ‘The Beast’. This handbuilt behemoth dating from 2009 is actually a one-off vehicle constructed on a 4x4 Chevrolet GMT560 truck chassis and has absolutely no off-road capability either.

The makers of Cadillac One were Centigon, formerly part of Armor Holdings who also owned Labbe – now part of the global Carat Security Group. It was also Centigon who built the aforementioned Israeli Prime Minister’s Audi and the UK Prime Minister’s Jaguar. It could therefore be said that ‘The Beast’ is directly related to the Armoured Discovery.



The discreetly armoured L322 Range Rover on a Land Rover stand at Eurosatory



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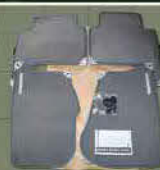
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# BRIGHTON ROCKS...

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Land Rovers descend on  
the south coast for the  
London to Brighton Run

*Story and pictures: Charlie Thorn*











“There was a queue right along the sea front as far as you could see”

When October rolls around it's time to dig the bucket and spade out for the last time and get down to Brighton for the South London and Surrey Land Rover Club's annual London to Brighton Run.

For many years the run started at the old Crystal Palace, but in 2012 when the new London Emission Zone was rolled out, they had to move out to Hook, in Surrey, for the start. Some of the more hardy souls camp overnight at the start, but that's too cold for me, so I head straight to Marina Drive and wait for the first Land Rovers to show up. This year that honour was given to members of the Range Rover Register, to mark 45 years of the world's finest luxury 4x4.

The L2B run is now in its 17th year and despite some years having to cope with autumn storms raging in off the English Channel, for the last few years the weather has been pretty good.

After meeting up with a few old pals from the club, the first Land Rovers started to dribble in and get to their places to park up. Pretty soon there was a queue two deep, right along the sea front as far as you could see.

It was time to get the old eyes peeled as I was asked to do some judging on behalf of *LRM*. This is something I do every year and



it's a joy to meet new friends. This time I had the task of finding the best Series I, II and III, Freelander and off-roader. I asked my old pal Willie Henderson to give me a hand, and we cruised up and down the lines of parked Land Rovers to find some winners.

One of the trophies annually handed out is for the foreign entrant who has travelled the furthest, and there is another for the driver who has come the furthest within the UK. Every year Willie hopes to win that one, as he comes from Chopwell, near Newcastle. But for the last two years he's been gazumped by a guy comes from the north-west of Scotland. Never mind, Willie – you never know, it just may be yours next time.

See you next year!



Above:  
Charlie Thorn had the task of judging the turnout on behalf of *LRM*



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# THE PERFECT DUO

Two Freelanders – one for work, one for play, what could be more perfect?

*Words: Louise Woodhams*

*Pictures: Wojciech Fijałkowski/Lukasz Miecznik*

The world is awash with modified and restored Defenders, Discos, Range Rovers and Series Land Rovers; they have dominated these very pages over the past 17 years, as well as most of the show-and-shine events. It's almost as if the Freelander is the unloved child in the Land Rover family, yet it's got a fantastic heritage. Launched in 1997, it had its baptism of fire just a year later in the Camel Trophy. It was the manufacturer's first SUV and they were – quite understandably – eager to show its abilities.

Of course, we all know it was a happy ending. The Freelander upheld Land Rover's conviction that it was more than capable off-road as it crossed the Land of Fire, or Tierra del Fuego, as it's otherwise known, with remarkable ease. In fact, to quote the Camel Trophy website: "It was fast and agile... performing with a spirit that could not be imitated by the support Defender". That is high praise, indeed. And it's this sort of thinking that motivated Lukas Miecznik to build his own Freelander – and not just one but two.

The 30-year-old from Warsaw takes up the story: "Land Rovers are different to other cars. It's hard to pinpoint why, but there is something under those metal panels that draws you in. They're certainly not perfect and the quality of the older models isn't very good at all; they rattle, they squeak, not





everything works – but they always get you home. I think it's the imperfections that make them so special – they have pure mechanical soul. I'm not a fan of the mainstream stuff, and given the Freelander's great history, once I got my driving licence I began looking for one."

As it happened a 2000 L Series was being sold just down the road (for £4600) from where he works at a Polish television and news channel [TVN/TVN24], so he decided to take a look. It was one of the last Rover-engined models and had tons of optional extras fitted including ABS, traction control, air con and electric front windows. "After I test drove it, the seat belt buckle locked up – a first apparently, and didn't release for a few minutes – it was almost as if the car wanted me to be its new owner. I was sold, and funnily enough it hasn't happened since," he reveals.

That was back in November 2008, when Freelanders were rare in Poland. Today, they are quite common, except for Lukas' example. The subject of a seven-year-long restoration, when you look at what he's achieved in that time Lukas is a man of remarkable patience, talent and determination. As you can imagine it has been a time-consuming and expensive journey, setting him back £30,000, but the most notable challenge was sourcing parts – from off-the-shelf mechanical components to the more obsolete hard-to-find parts and those that you simply cannot buy. To that end, Lukas has learnt a few things over the years.

"Firstly, it's crucial to have a good independent supplier. Secondly, if you are looking for parts that are not very common then you need to dig deep – scouring classifieds, eBay and online Land Rover communities. Someone somewhere will have that part you just need a lot of patience and a willingness to travel. Thirdly, if you need something custom made then be prepared to

spend a lot of time researching to find someone who is not only highly capable, but can also carry out your vision."

This has probably been the most challenging part for Lukas, with good Land Rover specialists very hard to come by in Poland, but when he did find someone that could meet his standards of quality the results were well worth it. The new interior in this L-series is perfect example of that – fully trimmed in Mercedes Benz black leather with contrasting red stitching and two layers of sound-proofing, it's certainly more refined and luxurious than when it left the factory 15 years ago.

Lukas took care of the electricals for the additional accessories, including monitoring gauges for the oil temperature and pressure, EGT, boost pressure and voltage, together with a sat nav system. Inspired by the 1998 Camel Trophy cars, Devon 4x4 in the UK managed to make contact with the supplier for these cars (Safety Devices) on Lucas' behalf to build a custom roll cage, providing additional safety along with harnesses.

Talking of infamous Land Rover events, the G4 Challenge roof rack and ladder took him months to find. Whilst he had to ship them from a small town in North Carolina, USA, they were, quite unbelievably, brand new having been left in a crate after the 2003 event – no doubt a spare part from one of the competing vehicles. Now, 12 years later, they are the only set in Western Europe. Other cosmetic enhancements include DAP rock sliders, Hella spotlights and LED headlights.

Whilst the yellow-painted calipers that you can see behind the gloss black painted 16in wheels (with 205/80 oversize tyres) are purely for show, the upgraded brake system is purely for function and includes EBC Sport pads with Nitrac Performance grooved discs and stainless steel brake lines. Whilst we are

on the subject of chassis mods, the suspension was updated with Dobinson springs and Monroe shocks, and although lifted 40 mm Lukas took extra precaution in protecting the mechanical components under his Freelander with MANTEC's sump, tank and exhaust.

The engine was in very good condition, but Lukas did replace a few parts such as new manifolds with a thermocouple, and increased power to 130bhp with a bigger compression wheel and bearings for the turbocharger, custom stainless steel air intake and a piggy back ECU. To prevent a blocked EGR valve he's removed it altogether, whilst another preventative-type mod includes a heated fuel system to reduce the chances of the 2.0 TCie Diesel not starting from cold, together with a bigger battery.

On the transmission side of things, a new Intermediate Reduction Drive unit, Viscous Coupling Unit and rear differential were fitted in addition to a refurbished PG1 gearbox with steel caged bearings and a HD clutch.

With the project finished last year, Lukas could finally focus his efforts on building something a bit different, "I wanted to prove to everybody that a Freelander is a proper Land Rover and very capable off-road, hopefully I've achieved that. But whilst it's great for adventuring, I wanted something faster, more comfortable and practical – a vehicle that was suitable for the motorway, yet a nice city cruiser." Knowing the Freelander's strengths, weaknesses and secrets, it seemed pointless to go for a different model and with that in mind settled on a Td4.

He found a 2003 example on an online auction; the front and the rear of the three-door body looked similar to his L-Series which he liked, and being a soft top, it would be lighter and look great in the summer. It had a good body and interior, and whilst everything





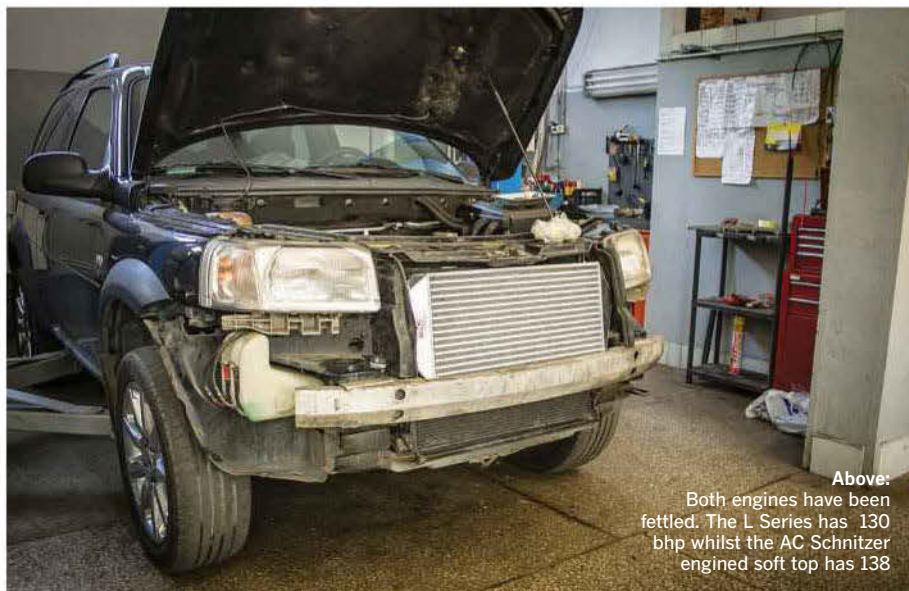


**This Page:**  
Don't let its sumptuous black leather fool you, the L Series – complete with custom roll cage – is built for off-road



## THANKS TO

Duncan Mansfield and his team at Britpart; Simon Smithson, my main metal fabricator; John Hicks, creator of the winch bracket; Sarah Hill and Jake Lloyd for the Safety Devices roll cage; Rick Marcy from the USA for the G4 Challenge parts, my former club Corrado Club Poland for their community spirit and for teaching me that a car is more than a bunch of mechanical parts; and last but not least all of my friends



Above:  
Both engines have been fettled. The L Series has 130 bhp whilst the AC Schnitzer engined soft top has 138

"Good Land Rover specialists are very hard to come by in Poland"







else wasn't in particularly good working order, it was at least running. "To everyone else it was fit for the scrapyard; to me it was an unloved car with potential," he confesses.

A bid of £2500 secured the vehicle and it wasn't long before it was sat on Lukas' driveway awaiting a new lease of life. On first sight, the engine bay looked terrible – full of mud, dust and oil, the previous owners clearly never looked after it nor had it regularly serviced. Upon closer inspection however, it turned out that the car was fitted with the BMW-built engine that had been re-chipped by AC Schnitzer, delivering 127bhp – instead of the standard 110bhp.

Interestingly, the same engine was offered in the 400 Freelander Black Spirit Limited Edition vehicles sold by Land Rover dealers in Germany in 2003. Whether the Td4 in this soft top was from one of these cars remains to be known, but it is obviously very rare, and more importantly had plenty of scope for tuning, one of the reasons why Lukas went for a BMW powertrain Freelander in the first place.

The first few months were spent replacing just about every major part before Lukas could begin to extract more power, including the clutch and flywheel, as well as the turbo, fuel system and electrics. Once again he invested in a bigger compression wheel, custom stainless steel intake and EGR delete. In addition, higher-flowing fuel injectors designed for the automatic Td4, a custom Allisport bigger intercooler and high flow fuel pump were fitted. After modifying the Mass Air Flow sensor and remapping the ECU to make sure everything was performing as it should, this Freelander is now pushing out a dyno proven 138bhp and 230lb-ft of torque (instead of the standard 192).

Next it was time to upgrade the suspension to handle better on the black stuff, and Lukas decided to retro-fit the Sport suspension from a 2004 model, benefitting from 30 per cent stiffer springs, together with polyurethane bushes and a front strut brace. With power increased by almost a third, the brakes were also in need of attention and as such were upgraded to a Black Diamond Performance system with stainless steel braided hoses.

Outside, luxury meets function, with a retrofitted heated windscreen and powerfold mirrors from the HSE Edition, together with a

stainless steel nudge bar and side steps and chrome Hella spot lights. Lowered 30mm on silver 18in Land Rover rims shod in low profile tyres (235/50) with tinted windows give it a welcome dose of aggression.

Exactly one year later and £9000 lighter the project was finished. The beauty of having done one before meant that Lukas had already gained all of the necessary experience and contacts. There can't be many people in Poland with a pair of Freelander's like these... I ask him what sort of reactions they are met with. "To be honest, it varies. Around the world people love to read through my build threads, look at my pictures and will generally ask a lot of questions. In Poland, it's different. The local Land Rover community don't like anything that is not a DIY build or done on a shoestring budget. Thankfully we have got a lot of people here that love cars and every time both my L-Series and TD4 brings a smile to their faces," he reveals.

Whilst it's satisfying to have the nod of approval from fellow Green Oval fans, the real reward comes from simply being able to try

out the fruits of your labour first hand. "It's such an incredible experience. To start from scratch, with an empty sheet of paper, a pencil and a mind full of ideas, and end up with the ultimate car. The pleasure of using them, and everything working better than it ever did, is unbeatable. Anybody that loves cars should try and embark of a project of this kind, to get to know every nut and bolt in their car, and know that it will never let them down."

One of the other most rewarding parts of this eight-year long story for Lukas has been the people that he's met and the adventures that he's had – each Freelander has left memories that will stay with him for life. "You meet so many great people who want to help you – not for the money, but because they like what you're trying to achieve. Thanks to two old Land Rovers, I have friends all around the world. And now – thanks to those friends – these two old Land Rovers are good enough to be featured in a magazine, based in a country of their origin. If someone had told me this would happen a few years ago I would have laughed in their face."



This Page:  
The Td4 has uprated Black Diamond Performance brakes, Sport suspension and luxury extras from the HSE edition





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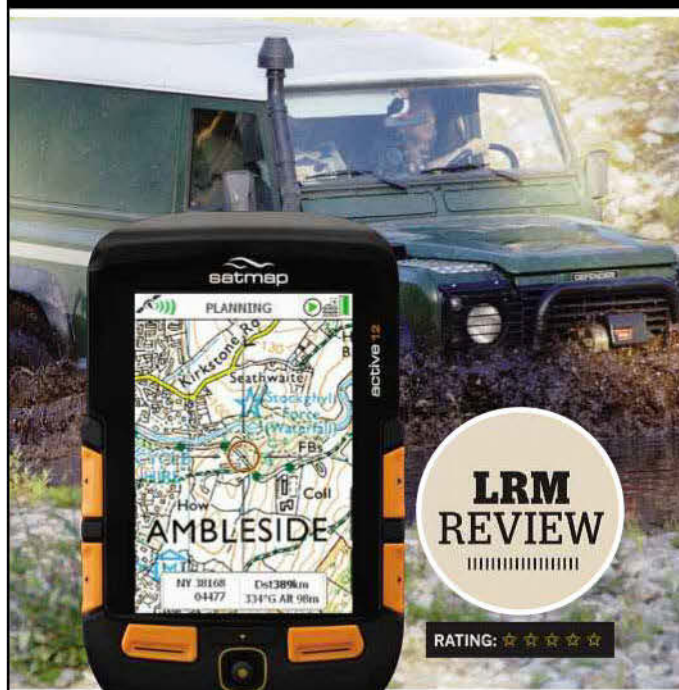
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**Variable Geometry Turbo Conversion** is the world's first bolt on Variable Geometry Turbo conversion designed specifically for the TD5 powered Land Rovers. This turbo is designed for upto 180-185 BHP and 430-450Nm with correct tuning to match (Cars may Vary slightly) depending on age, milage covered, fuel quality etc etc. (Automatic cars may produce slightly less power due to the auto box soaking up power).

**We strongly advise you fit this turbo ONLY along side a performance intercooler and a strong air intake pipe where possible.**



**£845.00** exc VAT

### Defender 2.4TDCi VGT Hybrid Turbo

The uprated Puma Defender 2.4 TDCi uprated hybrid turbo is designed to give more torque than the standard turbo, The standard turbo is quite small in comparison to our uprated Hybrid VGT which means it runs out of puff quite low in the rpm range. The uprated hybrid turbos main aim is to widen the torque curve over the standard turbo to help with mid range and top end power. The turbo allows a more free revving engine, stronger mid range power delivery and a nicer overall drive. **This turbo is designed to work with a correctly matched to turbo remapped car.**



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### Silicone Hoses

300TDI Hose Set- Black	<b>£56.00</b>
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D3 & RRS 2.7L TDV6 Hose- Black	<b>£75.00</b>
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Puma 2.2L Hose Kit- Black	<b>£88.50</b>
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Puma 2.4L Hose Set- Black	<b>£88.50</b>
TD5 Defender Hose Set- Black	<b>£60.00</b>
TD5 Defender Hose Set- Blue	<b>£60.00</b>
TD5 Discovery Hose Set- Black	<b>£60.00</b>
TD5 Discovery Hose Set- Blue	<b>£60.00</b>



All prices excluding VAT

### TDV6 EGR Blanking Kit Pre 07

**TDV6 2.7L Egr Blanking bypass Kit designed for MY05 & MY06 cars.**

This kit is designed for both Discovery 3 & RangeRover Sport as well as the Jaguar 2.7L TDV6 models.

If your chassis number is a 5A or 6A chassis number this kit is compatible. EG: SALLAAA12(5/6)A123456.

The BAS TDV6 2.7L EGR blanking or EGR bypass kit as its also known is made from Hi Grade Stainless Steel, supplied in the kit are a set of high temperature resistant seals that are fully compatible with oil and fuel contamination from the inlet gasses of the modern engine. A double seal setup is used for added quality and pressure resistance.



**£45.50** exc VAT

### 300TDI Defender Discovery VGT Hybrid Turbo

300 TDI Defender and Discovery Manual or Auto **Variable Geometry Turbo** hybrid conversion is the world's first bolt on Variable Geometry Turbo conversion for all 300 TDI powered Land Rovers.

This turbo uses your existing manifold ends pipes "Bull Horns" from your old removed turbo, though they are available separately from our web shop if required. NOTE: Manifold gasket NOT supplied as part of the turbo kit.

This is based on an exchange for your old standard 300 TDI Turbo returned back to us (a surcharge of £50 will be charged until we receive your old turbo – which must be complete and in basic working order).



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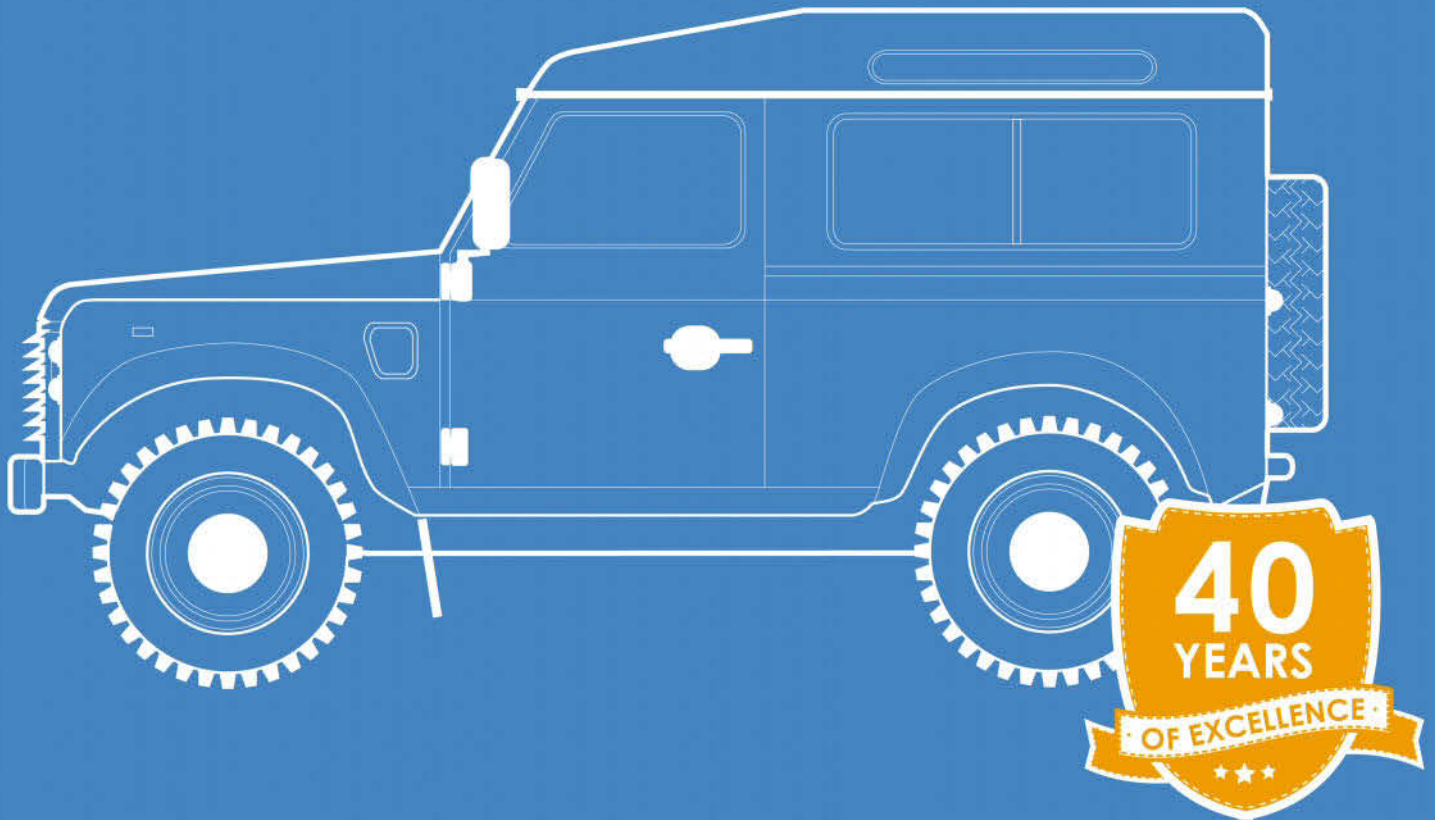
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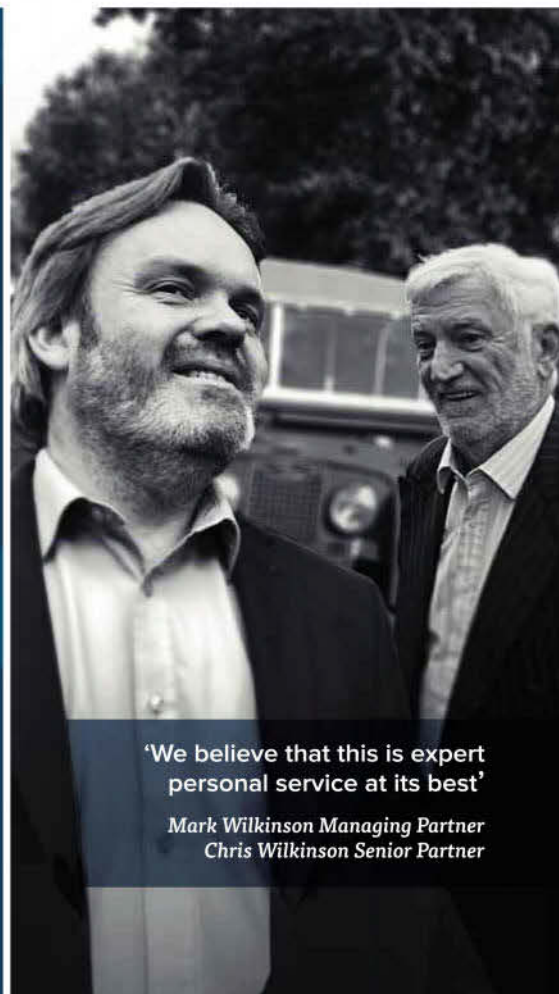


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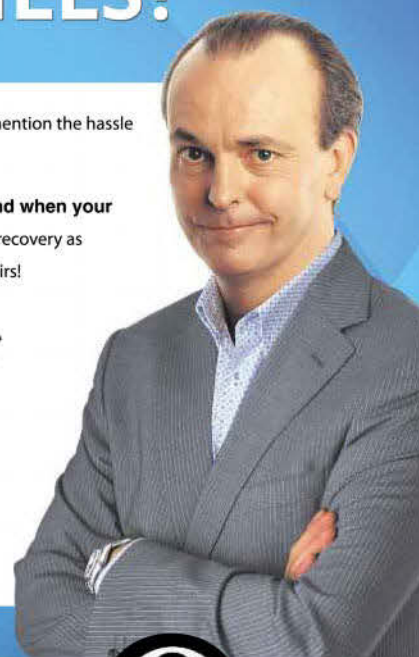
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CLB200	2 Dr step up	672x310x195	£49.98	£59.98
CLB1005	5 Dr cabinet	685x465x795	£169.98	£203.98
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CBB229B	41"	21 Dr chest	1045x415x486	£249.98	£299.98
CBB315	36"	5 Dr Cabinet	927 x 416 x 985	£299.98	£359.98
CBB228B	41"	8 Dr cabinet	1126x468x1000	£399.00	£478.80
CBB224B	41"	14 Dr chest	1045x415x486	£269.98	£323.98
CBB226B	41"	16 Dr cabinet	1126x468x1000	£459.00	£550.80
CBB231B	56"	9 Dr chest	1460x615x490	£419.00	£502.80
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CTC800B	8 Dr chest/cab set	610x330x1070	£104.99	£125.99
CTC700B	7 Dr cabinet	610x330x875	£124.98	£149.98
CTC1300B	13 Dr chest/cab	620x330x1320	£149.98	£179.98
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CTC106	6 Dr drop front	662x305x365	£64.99	£77.99
CTC109	9 Dr chest	662x305x421	£74.99	£89.99
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910	400A	900A	£59.98	£71.98
4000	700A	1500A	£114.99	£137.99
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MODEL	CAPACITY	EXC. VAT	INC. VAT
CES340	340kg	£49.98	£59.98
CES500A	227kg	£54.99	£65.99
CES450	450kg	£69.98	£83.98
CES750A	340kg	£79.98	£95.98
CES560	560kg	£84.99	£101.99
CES680F*	680kg	£119.98	£143.98

### Clarke MIG WELDERS

- Quality machines from Britain's leading supplier
- All models featured are fan cooled (except PRO90)
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\* was £490.80 inc. VAT \* was £539.98 inc. VAT

MODEL	MIN-MAX AMPS	EXC. VAT	INC. VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo*	30-170	£399.00	£478.80
205TE Turbo*	30-185	£429.00	£514.80

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MODEL	MOTOR	MAX. PRESSURE	EXC. VAT	INC. VAT
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JET1900	2000W	1957psi	£79.98	£95.98
JET8000	2400W	2610psi	£139.98	£167.98
JET9000	2600W	2900psi	£159.98	£191.98

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**INC. DISC & HANDLE**

MODEL	DISC (mm)	MOTOR	EXC. VAT	INC. VAT
CAG800B	115	800W	£22.99	£27.99
CAG1050B*	115	1050W	£27.99	£33.99
B&D C0115	115	710W	£29.98	£35.98
CAG2350B*	230	2350W	£42.99	£51.99

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MODEL	CAPACITY	EXC. VAT	INC. VAT
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CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK*	10 tonne	£149.98	£179.98

### Clarke BATTERY CHARGERS/ENGINE STARTERS

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**BC520N**

MODEL	MAX AMPS	CHARGE/BOOST	EXC. VAT	INC. VAT
BC100N	15/100	£47.99	£57.99	
BC130C	15/120	£51.99	£61.99	
BC190	38/180	£89.98	£107.98	
BC210C	15/120	£94.99	£113.99	
BC410E*	35/400	£119.98	£143.98	
BC205N	30/200	£169.98	£203.98	
BC520N	50/510	£179.98	£215.98	
BC430N	60/400	£229.00	£242.80	

\* was £155.98 inc. VAT \* was £227.98 inc. VAT

### Clarke 3 TONNE JACKS

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**QUICK LIFT**

**JACKS ALSO IN STOCK UP TO 5 TONNE**

MODEL	TYPE	SADDLE HEIGHT	EXC. VAT	INC. VAT
CTJ3000QL	Quick Lift	195-520	£44.98	£53.98
CTJ300LG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

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MODEL	SIZE (LxWxH)	EXC. VAT	INC. VAT
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CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3.2 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

### Clarke ENGINE CRANES

FROM ONLY **£149.98** EX VAT  
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**CFC100**

MODEL	DESC.	EXC. VAT	INC. VAT
CFC500F	1/2 ton folding	£149.98	£179.98
CFC100	1 ton folding	£154.99	£185.99
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\*Dual Volt 110V/230V

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MODEL	CAPACITY	EXC. VAT	INC. VAT
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UT3000	1360kg	£139.98	£167.98
S4000	1814kg	£299.98	£359.98

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4 tonne	£11.99	£14.39	10 tonne	£29.99	£35.99
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6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

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MODEL	LENGTH (mm)	FORCE (Tonnes)	EXC. VAT	INC. VAT
Log Buster 4*	444	10	£109.98	£131.98
Log Buster 7	370	4	£164.99	£197.99
Log Buster 5	520	4	£189.98	£227.98
Log Buster 6	1050	5.5	£365.00	£438.00
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## UPCOMING EVENTS

# WHAT'S ON THIS MONTH LAND ROVER DIARY

Dave Barker showcases the best gatherings to attend in your Land Rover

### NOVEMBER 13-15

#### *All Wheel Drive Club*

Driven to the Edge,  
Timed Challenge event  
Walters Arena, South Wales  
[www.awdc.co.uk](http://www.awdc.co.uk)

### NOVEMBER 13-15

#### *France - 4x4 Mud'N'Rocks*

Xtrem Challenge, Carcassonne,  
south France  
[www.mudnrockclubxtrem.com](http://www.mudnrockclubxtrem.com)

### NOVEMBER 13-15

#### *Lancaster Insurance Classic Motor Show*

NEC, Birmingham  
[www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)

### NOVEMBER 14-15

#### *Lincolnshire LRC*

Malachi Two-day Comp Safari  
Wickenby Airfield, Lincs  
[www.llrc.co.uk](http://www.llrc.co.uk)

### NOVEMBER 14-15

#### *Atlas Overland*

Wessex Wanderer Tour

Tel: 07834 637355

[www.atlasoverland.com](http://www.atlasoverland.com)

### NOVEMBER 14

#### *UK Landrover Events*

North Yorks Moors Tour  
North Yorkshire  
[www.uklandroverevents.com](http://www.uklandroverevents.com)

### NOVEMBER 14

#### *4x4 Adventure Tours*

East Devon Autumn Tour  
Honiton, Devon  
[www.4x4adventures.co.uk](http://www.4x4adventures.co.uk)

### NOVEMBER 15

#### *All Wheel Drive Club*

Trial, Derbyshire  
[www.allwheeldriveclub.net](http://www.allwheeldriveclub.net)

### NOVEMBER 15

#### *Blue Light Offroad Club*

Pay & Play Day  
Bovington, Dorset  
[www.bluelightoffroadclub.co.uk](http://www.bluelightoffroadclub.co.uk)

### NOVEMBER 15

#### *Chilton Vale LRC*

[www.cvlrc.co.uk](http://www.cvlrc.co.uk)

### NOVEMBER 15

#### *Dorset Land Rover Club*

RTV Trial, Bransgore  
<http://dorsetrover.co.uk>

### NOVEMBER 15

#### *Herefordshire Land Rover Club*

Members-only event, Coney  
Green, Stourport-on-Severn  
[www.herefordshirelandroverclub.co.uk](http://www.herefordshirelandroverclub.co.uk)

### NOVEMBER 15

#### *North Somerset Land Rover Club*

Laning Trip, Warwickshire  
[www.nslrc.org](http://www.nslrc.org)

### NOVEMBER 15

#### *Shetland Land Rover Club*

RTV Trial, Quendale Sand Quarry  
[www.shetlandlrc.org.uk](http://www.shetlandlrc.org.uk)

### NOVEMBER 15

#### *Southern Counties Off Road Club*

Trial, Boxgrove, West Sussex  
[www.scor4x4.co.uk](http://www.scor4x4.co.uk)

### NOVEMBER 15

#### *Wye & Welsh LRC*

RTV/CCV Trial, Resolven,  
Neath, South Wales  
[www.wwlrc.co.uk](http://www.wwlrc.co.uk)

### NOVEMBER 15

#### *Bures Pit Enterprises*

Pay & Play Day  
Bures, North Essex  
[www.bures-pit.co.uk](http://www.bures-pit.co.uk)

### NOVEMBER 15

#### *Devils Pit*

Pay & Play Day  
Barton-le-Clay, Bedfordshire  
[www.devilspit.co.uk](http://www.devilspit.co.uk)

### NOVEMBER 15

#### *Muddy Bottom 4x4*

Pay & Play Day, Minstead Manor  
Estate, near Lyndhurst  
[www.muddybottom4x4.com](http://www.muddybottom4x4.com)

### NOVEMBER 15

#### *UK Landrover Events*

North Yorks Moors Tour  
North Yorkshire  
[www.uklandroverevents.com](http://www.uklandroverevents.com)

### NOVEMBER 15

#### *Normous Newark Autojumble*

Newark Showground, Notts  
[www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)

### NOVEMBER 16-30

#### *Morocco - Waypoint Tours*

4x4 Guided Tour  
Deep South & Western Safari  
[www.waypoint-tours.com](http://www.waypoint-tours.com)

### NOVEMBER 20

#### *Solent and District LRC*

Greenlane Trip  
[www.sadlrc.co.uk](http://www.sadlrc.co.uk)

### NOVEMBER 20-22

#### *Plaines et Valees*

Rallye TT  
St Andre de l'Eure, France  
[www.plaines-et-valles.com](http://www.plaines-et-valles.com)

### NOVEMBER 21-22

#### *The Borders Hillrally*

Forrest Estate near  
St John's Town of Dairy  
[www.scottish-hillrally.co.uk](http://www.scottish-hillrally.co.uk)

### NOVEMBER 21-22

#### *Defender Challenge*

by Bowler Championship  
Borders Hillrally, Dumfries  
[www.bowlermotorsport.com](http://www.bowlermotorsport.com)

### NOVEMBER 21-22

#### *The MacBovington*

Mac 4x4 UK Challenge  
Tank Museum, Bovington, Dorset  
[www.mac4x4.co.uk](http://www.mac4x4.co.uk)

### NOVEMBER 21-22

#### *BAMA - Roadmaster*

Off-road Navigation event  
Bulford, Wiltshire  
[www.armymotorsports.co.uk/](http://www.armymotorsports.co.uk/)  
*Disciplines/4x4-Navigation*

### NOVEMBER 21-22

#### *Lincolnshire LRC*

RTV & CCV Trial  
Wickenby Woods, Lincs  
[www.llrc.co.uk](http://www.llrc.co.uk)

### NOVEMBER 21-22

#### *Ystradgynlais Overland Club*

Punch Hunt Challenge  
Baskerville Hall, Clyro  
[www.yoc4x4events.com](http://www.yoc4x4events.com)

### NOVEMBER 21-22

#### *OneLife Adventure*

Wales Explorer Weekend  
Greenlane Adventure, Wales  
[www.onelifeadventure.co.uk](http://www.onelifeadventure.co.uk)

### NOVEMBER 21-22

#### *Tracks Overland*

Wales Greenlane Weekend  
Llangollen, Wales



## NORMOUS AUTOJUMBLE NOVEMBER 15

The Newark Car and Motorcycle autojumble is described as one of the biggest in the UK and offers a great day out for any car or motorcycle enthusiast, with a vast array of parts, restoration services and more. So if you are looking for a certain part, piece or tool for a motoring project the Normous Newark autojumble is where you'll find it. The autojumble takes place at the Newark Showground just off the A1 at Newark in Nottinghamshire. Full details and other dates can be found on the event's website.  
[www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)



## THE MACBOVINGTON NOVEMBER 21 - 22

The MacBovington is a new event organised by the same people that run the world-famous Mac 4x4 UK Challenge. With the Mac 4x4 being such a massive success each year it was felt the time was right to expand the idea with smaller, more localised events. The MacBovington is the first of these taster trials and will be based on the Army tank training base at Bovington in Dorset. It will include road and off-road sections requiring driving skills and ability for both, along with endurance driving day and night. Full details of this brand new event can be found on the Mac 4x4 website.

[www.mac4x4.co.uk](http://www.mac4x4.co.uk)



[www.tracksoverland.com](http://www.tracksoverland.com).

### NOVEMBER 21 - 22

**4x4 Adventure Tours**  
Mid-Wales Explorer Weekend  
Llangollen and North Wales  
Tel: 0776 9336099.  
[www.4x4adventuretours.co.uk](http://www.4x4adventuretours.co.uk)

### NOVEMBER 21

**UK Landrover Events**  
Durham Dales Tour  
County Durham  
[www.uklandroverevents.com](http://www.uklandroverevents.com)

### NOVEMBER 22

**Anglian Landrover Club**  
Tyro Trial & Drive Round  
[www.anglianlrc.co.uk](http://www.anglianlrc.co.uk)

### NOVEMBER 22

**Anglian Rover Owners Club**  
RTV & CCV Trial  
Great Brickhill, Milton Keynes  
[www.arocoffroad.co.uk](http://www.arocoffroad.co.uk)

### NOVEMBER 22

**Beds, Herts & Cambs LRC**  
Competitive event  
[www.bhclrc.org](http://www.bhclrc.org)

### NOVEMBER 22

**Buchan Off Road Drivers Club**  
CCV Trial, Longside  
[www.bordc.co.uk](http://www.bordc.co.uk)

### NOVEMBER 22

**Cornwall & Devon LRC**  
Comp Safari  
[www.cdllrc.com](http://www.cdllrc.com)

### NOVEMBER 22

**Hants & Berks Land Rover Owners Club**  
RTV Trial and Pay & Play Day  
Slab Common  
[www.hbro.co.uk](http://www.hbro.co.uk)

### NOVEMBER 22

**Humberside Land Rover Club**  
RTV Trial, Manton, Lincs  
[www.humbersidelandroverclub.com](http://www.humbersidelandroverclub.com)

### NOVEMBER 22

**Ireland - Munster 4x4**  
Extreme Off-road, Nagles  
[www.munster4x4.com](http://www.munster4x4.com)

### NOVEMBER 22

**Northern Ireland Land Rover Club**  
Forest Run  
[www.landrover-club.com](http://www.landrover-club.com)

### NOVEMBER 22

**Southern Rover Owners Club**  
Timed Trial, Elham, Kent  
[www.sroc.co.uk](http://www.sroc.co.uk)

### NOVEMBER 22

**Suffolk Land Rover Club**  
Children In Need Driving Day  
Newbourne  
[www.slroc.uk.com](http://www.slroc.uk.com)

### NOVEMBER 22

**David Mitchell's Landcraft 4x4**  
Snowdonia Adventure  
Plus Drive Bala, North Wales  
Tel: 07831 258864.  
[www.landcraft4x4.co.uk](http://www.landcraft4x4.co.uk)

### NOVEMBER 22

**John Morgan 4x4 Driving**  
4x4 Owners Day  
Slindon Safari, West Sussex  
[www.4x4driving.co.uk](http://www.4x4driving.co.uk)

### NOVEMBER 22

**UK Landrover Events**  
Durham Dales Tour  
[www.uklandroverevents.com](http://www.uklandroverevents.com)

### NOVEMBER 24 - 27



## SNOWDONIA ADVENTURE PLUS DRIVE NOVEMBER 22

David Mitchell's Landcraft 4x4 is running one of its monthly Snowdonia Adventure Plus Drives on Sunday November 22. These are designed for people that have tried the Landcraft adventure days and are now looking for something more challenging. You will need a vehicle that's equipped for more serious off-roading, with aggressive tyres and substantial recovery points. The Adventure Plus Drive will take you over more challenging terrain, but the aim is to get as much driving in during the day, although you could spend time stuck or assisting others who are stuck. Check the Landcraft website for full details of this event and other Adventure drives run throughout the year. Cost is £60 per vehicle when pre-booked with most drives starting in the Bala area and will take you through the beautiful mountains and forests of North Wales.  
[www.landcraft4x4.co.uk](http://www.landcraft4x4.co.uk)

### Lanes, Tracks and Trial

4-day Greenlane Tour  
Devon and Cornwall  
[www.lanestracksandtrails.co.uk](http://www.lanestracksandtrails.co.uk)

### NOVEMBER 28

**Cheshire Land Rover Club**  
Greenlane Day  
<https://cheshirelandroverclub.wordpress.com>

### NOVEMBER 28

**UK Landrover Events**  
Yorkshire Dales Tour  
North Yorkshire  
[www.uklandroverevents.com](http://www.uklandroverevents.com)

### NOVEMBER 28 - DEC 7

**The International Offroad Challenge of Malaysia**  
The Rainforest Challenge  
[www.rainforest-challenge.com](http://www.rainforest-challenge.com)

### NOVEMBER 29

**Breckland Land Rover Club**  
Greenlaning  
[www.brecklandlrc.com](http://www.brecklandlrc.com)

### NOVEMBER 29

**Cornwall & Devon LRC**  
RTV Trial, Redruth, Devon  
[www.cdllrc.com](http://www.cdllrc.com)

### NOVEMBER 29

**North Wales Land Rover Club**  
Trial, Caergeilllog  
[www.nwllrc.co.uk](http://www.nwllrc.co.uk)

### NOVEMBER 29

**Peak & Dukeries LRC**  
RTV Trial, New Whittington  
[www.panddlrc.co.uk](http://www.panddlrc.co.uk)

### NOVEMBER 29

**Suffolk Land Rover Club**  
Winch Trail, Snuggs Pit  
[www.slroc.uk.com](http://www.slroc.uk.com)

### NOVEMBER 29

**Devils Pit**  
Pay & Play Day  
Barton-le-Clay, Bedfordshire  
[www.devilspit.co.uk](http://www.devilspit.co.uk)

### NOVEMBER 29

**UK Landrover Events**  
Yorkshire Dales Tour  
[www.uklandroverevents.com](http://www.uklandroverevents.com)

### NOVEMBER 29

**Great British Land Rover Show**  
Donington Exhibition Centre  
Donington  
[www.greatbritishlrshow.com](http://www.greatbritishlrshow.com)

### DECEMBER 5

**4x4 In The Forest**  
Leisure Drive, Cannock Chase, Staffordshire  
Tel: 01889 586593  
[www.forestry.gov.uk/forestry/](http://www.forestry.gov.uk/forestry/)

### DECEMBER 5

**Rufforth Autojumble**  
Rufforth Park, near York  
[www.rufforthautojumble.com](http://www.rufforthautojumble.com)

### DECEMBER 5 - 6

**Midland Rover Owners Club**  
RTV & Tyro Trial, camping weekend, Newmans Quarry  
[www.mroc.co.uk](http://www.mroc.co.uk)

### DECEMBER 5 - 6

**Southern Rover Owners Club**  
RTV/CCV Trial, Cowbeech  
[www.sroc.co.uk](http://www.sroc.co.uk)

### DECEMBER 5 - 6

**Atlas Overland**  
Wessex Wanderer Tour  
Tel: 07834 637355  
[www.atlasoverland.com](http://www.atlasoverland.com)

### DECEMBER 5 - 6





## CCV AND RTV TRIAL WEEKEND NOVEMBER 22

The Anglian Rover Owners Club is holding its annual road taxed and cross country vehicle trail for the Colin Cowley Trophy at the well known Great Brickhill site located just south of Milton Keynes. Along with members of the AROC several other local Land Rover and 4x4 clubs have been invited to compete. Details of the event and which other clubs have been invited, as well as event regulations and entry forms, can be found on the club's website. Here you'll also find details of all the club's activities and events, and how to join the club.  
[www.arocoffroad.co.uk](http://www.arocoffroad.co.uk)

## GREAT BRITISH LAND ROVER SHOW NOVEMBER 29

Following the success of the first indoor Great British Land Rover Show held at the Donington Exhibition Centre back in April this year, the organisers have announced a second end of season show will take place on Sunday November 29. Also to be held in the Donington Exhibition Centre at the Donington Park race circuit close to the M1 and the M42, the show will feature a host of trade and club stands as well as a Land Rover vehicle display. The show runs from 10.am to 4pm with tickets priced at £10 on the day or £5 in advance. Full details and how to order tickets online, list of exhibitors and a floor plan can all be found on the event's website. Also please note dogs are no longer permitted into Donington Park.  
[www.greatbritishlrshow.com](http://www.greatbritishlrshow.com)



*Lanes, Tracks and Trial*  
Greenlane Weekend, Cornwall,  
Dartmoor and South Devon  
[www.lanestracksandtrails.co.uk](http://www.lanestracksandtrails.co.uk)

**DECEMBER 5-11**  
*Morocco - Maroc Challenge*  
Marrakech - Essaouira  
[www.marocchallenge.org](http://www.marocchallenge.org)

**DECEMBER 6**  
*Beds, Herts & Cambs LRC*  
Competitive event  
[www.bhclrc.org](http://www.bhclrc.org)

**DECEMBER 6**  
*Cornwall & Devon LRC*  
CCV Trial, Newnham, Plymouth  
[www.cdllrc.com](http://www.cdllrc.com)

**DECEMBER 6**  
*Leicester & Rutland LRC*  
CCV Trial, Stainby, Lincs  
[www.lrlrc.co.uk](http://www.lrlrc.co.uk)

**DECEMBER 6**  
*Lincolnshire LRC*  
RTV Trial, Welton  
[www.llrc.co.uk](http://www.llrc.co.uk)

**DECEMBER 6**  
*Muddy Millers 4x4 Club*  
Trial event  
[www.muddymillers.net](http://www.muddymillers.net)

**DECEMBER 6**  
*Solent and District LRC*  
Greenlane Trip  
[www.sadllrc.co.uk](http://www.sadllrc.co.uk)

**DECEMBER 6**  
*Wye & Welsh LRC*

Tyro/CCV Trial  
[www.wwlrc.co.uk](http://www.wwlrc.co.uk)  
**DECEMBER 6**  
*Bala 4x4*  
Pay & Play Day Bala, N Wales  
[www.bala4x4.co.uk](http://www.bala4x4.co.uk)

**DECEMBER 6**  
*Bures Pit Enterprises*  
Pay & Play Day, Bures, N Essex  
[www.bures-pit.co.uk](http://www.bures-pit.co.uk)

**DECEMBER 6**  
*Muddy Bottom 4x4*  
Pay & Play Day  
Minstead Manor Estate,  
near Lyndhurst  
[www.muddybottom4x4.com](http://www.muddybottom4x4.com)

**DECEMBER 6**  
*Parkwood Off Road Centre*  
4x4 Play Day, Tong, Bradford  
[www.parkwood4x4.co.uk](http://www.parkwood4x4.co.uk)

**DECEMBER 6**  
*Piccadilly Woods 4x4*  
4x4 Fun Day  
Bonley, East Sussex  
[www.piccadillywood4x4.co.uk](http://www.piccadillywood4x4.co.uk)

**DECEMBER 6**  
*4x4 Adventure Tours*  
Salisbury Plain Explorer  
Salisbury Plain  
Tel: 0776 9336099  
[www.4x4adventuretours.co.uk](http://www.4x4adventuretours.co.uk)

**DECEMBER 12**  
*Kielder 4x4 Safari*  
4x4 Safari Drive  
Forest Kielder, Northumberland

[www.kielder4x4safari.co.uk](http://www.kielder4x4safari.co.uk)  
**DECEMBER 12**  
*UK Landrover Events*  
Lake District Tour, Cumbria  
[www.uklandroverevents.com](http://www.uklandroverevents.com)

**DECEMBER 13**  
*All Wheel Drive Club*  
Trial event  
Binegar, Shepton Mallet  
[www.allwheeldriveclub.net](http://www.allwheeldriveclub.net)

**DECEMBER 13**  
*All Wheel Drive Club*  
Trial event, Mow Cop,  
Congleton, Cheshire  
[www.allwheeldriveclub.net](http://www.allwheeldriveclub.net)

**DECEMBER 13**  
*Anglian Landrover Club*  
Tyro Trial & Drive Round  
Great Brickhill, Milton Keynes  
[www.anglianlrc.co.uk](http://www.anglianlrc.co.uk)

**DECEMBER 13**  
*Chilton Vale LRC*  
Trial, Great Brickhill  
[www.cvlrc.co.uk](http://www.cvlrc.co.uk)

**DECEMBER 13**  
*Lincolnshire LRC*  
CCV Trial, Welton, Lincs  
[www.llrc.co.uk](http://www.llrc.co.uk)

**DECEMBER 13**  
*North Somerset  
Land Rover Club*  
Laning Trip, Dorset  
[www.nslrc.org](http://www.nslrc.org)

**DECEMBER 13**

*Pennine Land Rover Club*  
CCV & RTV Trial  
Haggate, Lancs  
[www.penninelandrover.co.uk](http://www.penninelandrover.co.uk)

**DECEMBER 13**  
*Somerset & Wiltshire LRC*  
CCV/RTV Trial  
Charlton Mackerall, Somerset  
[www.somersetandwiltshirelrc.co.uk](http://www.somersetandwiltshirelrc.co.uk)

**DECEMBER 13**  
*David Mitchell's Landcraft 4x4*  
Snowdonia Adventure Drive  
Bala, North Wales  
Tel: 07831 258864  
[www.landcraft4x4.co.uk](http://www.landcraft4x4.co.uk)

**DECEMBER 13**  
*John Morgan 4x4 Driving*  
4x4 Owners Day  
Boxgrove Quarry, West Sussex  
[www.4x4driving.co.uk](http://www.4x4driving.co.uk)

**DECEMBER 13**  
*4x4 Without a Club*  
4x4 Day, Harbour Hill,  
Aldermaston  
[www.4x4-withoutaclub.co.uk](http://www.4x4-withoutaclub.co.uk)

**DECEMBER 13**  
*Devils Pit*  
Pay & Play Day  
Barton-le-Clay, Bedfordshire  
[www.devilspit.co.uk](http://www.devilspit.co.uk)

**DECEMBER 13**  
*UK Landrover Events*  
Lake District Tour, Cumbria  
[www.uklandroverevents.com](http://www.uklandroverevents.com)



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Right; showing the Exmoor Evander Wood Rim 15" steering wheel with 36, 48 spline or 2015 Defender boss.

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# CLUB OF THE MONTH

XXXXXXXXXXXXXXXXXXXX





# MALTA MUD PATROL

A group of Maltese Land Rover owners celebrate  
International Land Rover Day in style

*Story and pictures: William McCarthy*





**M**alta might be a tiny island in the Mediterranean Sea, yet its full of hidden tracks, beautiful valleys and rocky plains, all just waiting to be explored. This, plus the not-so-great state of most of the island's roads, explains why most of islanders to opt for 4X4 vehicles. And as Malta was a British colony for 200 years, until 1979, it was inevitable that thousands, of Land Rovers would find themselves in the hands of passionate Maltese owners.

The archipelago is made up of three islands. Malta is the biggest and most densely populated. Then there's Gozo with its rolling hills, waterlogged valleys and open spaces. Comino is the smallest island, with only a handful of residents., but it houses one of the oldest Series Is on the islands, still bearing its old military registration 15 BH 86.

On Friday July 31, Malta Mud Patrol created a last-minute event on their Facebook page; the intention was to bring together as many Land Rovers as possible to celebrate the International Land Rover Day, which was on August 2. The day turned out to be an absolute scorcher, with the mercury hitting 39 degrees C in the shade. This made most of the island's Land Rover owners seek refuge in their air-con'd homes.

However, Will McCarthy and his partner



Jenny got the back of their Defender 110 all organised and packed up, including Snowy their seven-year-old Samoyed, and headed off to meet a few other vehicles in Attard, central Malta. As the little convoy headed towards the Gozo Ferry terminal in Cirkewwa, hopes for a good turnout of vehicles were completely lost as the early morning heat was already unbearable. Upon arrival at the terminal though they found another two couples waiting. With six Land Rovers parked on the ferry, the 30-minute trip over to Gozo was a little stuffy, humid and hot. Once back ashore

**Below and right**  
Despite the scorching sun, 26 Land Rovers turned up to celebrate the special day

**“British holiday-makers were waving at us”**





## MALTA MUD PATROL

In winter 2014, Defender 110 owner and outdoorsman William McCarthy and his friends Charles Attard and Jason Schembri, created a Facebook page for local 4x4 fans. They called it Malta Mud Patrol. It has steadily grown, the club does not have strict rules or fees, and the focus is on family fun. To find out more, check their Facebook page.



they headed up towards the Gozo heliport, to meet the Land Rover owners from Gozo. Again, hopes were low yet the sight awaiting them was a very encouraging one.

Charlie Axiak and his Gozitan friends had come out in full force. The small group of six Land Rovers quickly turned into a convoy 26-strong, ranging from a couple of Series Is to a Discovery and the rest all Defenders.

Driving through the streets of Gozo, occasionally honking horns, the convoy was a head-turner for locals and tourists alike, with the latter taking holiday snaps on their mobile phones and cameras of a sight which one does not often see.

Many British holidaymakers along the way were waving at us, all smiles, and giving us the thumbs-up or the Victory sign. We then parked our beloved for a quick group photo on a limestone saltpan plain called Qbajjar, which is a local favourite spot. From here we headed towards the beautiful well-known Azure Window.

With all the Land Rovers parked on the rocky cliffs, it was time for socialising and some cold beers.

The first International Land Rover Day on Malta was deemed to have been a great success; we are currently deciding what to do for next year's International Land Rover Day.





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# WRITERS' ROVERS

We don't just write about Land Rovers: we live, breathe and spend all our wages on them

## SHAKING ALL OVER

Broken exhaust reveals the reason for some bad vibrations on Dave's Discovery 1



**O**ne of the biggest frustrations of owning an older Land Rover is tracing and curing the various vibrations that appear as time passes. It is, of course, inevitable that many will appear – or, to be more accurate, creep up on you – as steering, suspension and transmission components wear. Tyre wear and losing the balance weights on a wheel will have the same effect.

The latest vibration to appear on my Discovery 1 didn't seem too serious at first. It was most noticeable at speed, but wasn't too annoying so it wasn't at the top of the list of priorities. What was at the top was the exhaust.

As usual, the rear section had suffered terminal corrosion and the back silencer was on the point of falling off. Bizarrely, the same thing happened on the same day to my colleague Steve Miller's 300Tdi Discovery 1. Perhaps they're related.

I was off to Norfolk the next day, so I phoned my mate Nigel Hammond and he promised to get a new rear section to fit. Before I set off, I removed the remains of the precariously-hanging silencer. After all, if it did fall off en route, it could be a

hazard for fellow motorists on the A47. It is even worse for motor cyclists. I can well remember the assorted debris I had to swerve to avoid in my days as a biker.

As it happened, the journey to Nigel's place turned out to be uneventful, apart from a rasping exhaust note and that persistent annoying vibration, which I



**DAVE PHILLIPS**  
EDITOR

### DISCOVERY 1

YEAR: 1996 MILEAGE: 145,000  
ENGINE: 300Tdi POWER: 68 bhp  
TORQUE 113 lb-ft MPG: 30

### NINETY

YEAR: 1984 MILEAGE: 163,000  
ENGINE: 2.5 diesel POWER: 111 bhp  
TORQUE 195 lb-ft MPG: 25



1. Knackered propshaft donut
2. Alongside the new one, to compare the wear



**TREVOR CUTHBERT**

He's been out exploring the lanes of County Donegal

**DAVE PHILLIPS**

A new rear exhaust and more tales from the riverbank

**PATRICK CRUYWAGEN**

Rugby, friends and Scotland in a limited edition Defender

**THOM WESTCOTT**

She's a victim of highway robbery by Transport for London



reckoned had got a bit worse. I really would have to trace it and put it right soon, I reckoned.

Fitting the new rear exhaust section on the Discovery would be easy. But freeing off the rusty old clamps would be trickier. To save a few skinned knuckles and sheared bolts, Nigel gave them all a liberal soaking in WD40. While he was waiting for it to penetrate and do its job, he had a poke around underneath.

His voice piped up from under the car: "Have you been getting a few vibrations lately?" I answered in the affirmative – and Nigel said he wasn't surprised, considering the rear propshaft donut was on the point of failure. The donut – a heavy-duty rubber shock absorber that smoothes out the jerks and jolts in the transmission – can make a bit of a mess when it does let go, so it was big relief that Nigel had spotted it.

Half an hour later, we were behind the counter of local Land Rover parts specialist N & K 4x4 at nearby Fakenham ([www.nk4x4.com](http://www.nk4x4.com); tel: 01328 864937), where owner Neil confirmed that he had a replacement in stock. Another half an hour later and it was fitted, along with the new exhaust tail section.

In the ten years that my Discovery has been my everyday wheels, it has got through three exhaust tail sections. Yet the rest of the exhaust system looks as good as the day it was fitted in the factory. Can anyone explain why this is?

**FISHY BUSINESS**

My recent tale about angling exploits in my Discovery, taking me to places other fishermen can't reach, certainly struck a chord with *LRM* readers. It seems there are a lot of fellow anglers out there – not least our own Frank Elson, who's a demon barbel catcher.

This week I drove out into the Cambridgeshire Fens for a day's perch fishing. My first choice of venue didn't produce, nor did the second. It was pouring with rain and the prospect of heading home for a big breakfast was tempting, but then I remembered a little fenland drain that I'd spotted on a greenlaning trip a couple of years ago. I'd never fished it before, but it was only a few miles away and I could drive to the spot in my Land Rover...

I gingerly edged the Discovery along the rutted track on the top of the bank all the way to the spot I fancied. I

grabbed the gear from the back and, within a minute, I was fishing.

The third cast with my little imitation plastic fish bait produced a thumping take from what I assumed was a pike, and as it surged off I couldn't prevent it from plunging into a thick weedbed.

I heaved as hard as I dared on the light tackle I was using and eventually netted a thick mass of weed, hoping that the fish was still attached and somewhere in the middle of all that vegetation. It wasn't until I parted the green fronds that I realised the culprit was a big perch. On the scales it weighed 2lb 7oz – my biggest this season. Thanks Discovery, you did me proud once more.

**INSURANCE BONUS**

My 1984 Ninety hasn't seen a lot of action recently, but it still needs taxing and insuring. Sky-high road tax is a rip-off for a 32-year-old car, but at least classic car insurance makes that aspect of ownership affordable.

My pal and fellow Land Rover owner Andy Hendley at the Herts Insurance Group (part of Adrian Flux) again came up with a great quote – well under £100. Thanks Andy.





# SCOTTISH ADVENTURE

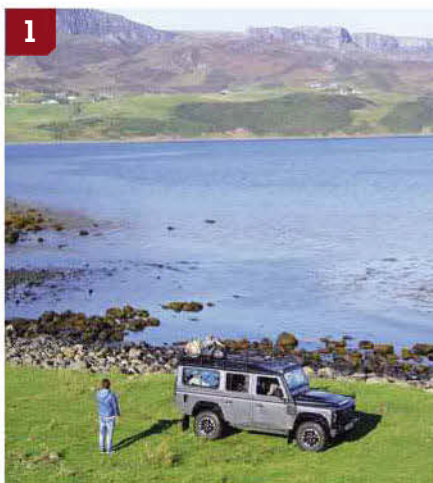
*Patrick follows the Springboks in a limited edition Defender 110 Adventure*




**I** love nothing more than packing the Land Rover and heading off on a road trip. This one was not for the magazine, it was my annual leave and I was heading off to Scotland. Three of my South African mates had flown in to join me and we would be watching a few Rugby World Cup games along the way.

We were in one of the run-out limited edition Defenders, an Adventure 110. How does it differ from a standard Defender? The two-tone paint job, impractical roof rack, snorkel, chunky Goodyear MT/R tyres, leather seats and some never seen before underbody protection. I'm probably the only journalist who used the roof rack on this press vehicle. I tied my tent, chairs and swag to it. I don't like the fact that the rack does not have decent cross slats, as I had to pack carefully to ensure that nothing scratched or damaged the roof.

I never try and recreate the past because then you will be disappointed, but as this was the first time in Scotland for my mates, I had decided to take them to the Isle of Skye and Knoydart, both recently featured in *LRM*. After picking them up at Heathrow we stopped off in Birmingham to watch the Springboks smash Samoa at Villa Park before heading northwards.





**PATRICK CRUYWAGEN**  
DEPUTY EDITOR

**DISCOVERY 2 GS**

---

**YEAR: 2001 MILEAGE: 120 000**  
**ENGINE: Td5 POWER: 136 bhp**  
**TORQUE: 232 lb-ft MPG: 28**

Now, most of you will know that South Africans like their red meat, so they are anything but small, and sitting in the backseat of a Defender is like being a sardine in a tin can. We had barely reached the border when the first complaints about the ridiculous height of the second row of seats came through. If an adult uses this seat then they cannot look out of the window because of the high seat height.

As I was the only one allowed to legally drive the vehicle, the rest of the boys had a bit of a fight for the other front seat. On the way to Knoydart we spent a night camping next to Loch Lomond. I was in my swag while the other three shared a big tent. Unfortunately Charlie Jewaskiewicz has a slight snoring problem, so the other chaps booted him out of the tent around midnight. Charlie spent the rest of the night lying on the back seat of the Defender. As a man who normally drives a new supercharged Range Rover Sport when at home, I'm

1. Scotland is great for wild camping.
2. Our Adventure 110 loved to drink.
3. Eilan Donan: my favourite Scottish castle.
4. A week of perfect weather in Scotland





## LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



**DAVE PHILLIPS**  
EDITOR

1996 Discovery 300Tdi  
1984 Ninety NA diesel



**PATRICK CRUYWAGEN**  
DEPUTY EDITOR

2001 Discovery 2 Td5



**ED EVANS**

TECHNICAL EDITOR

1976 Series III 88 soft top  
2000 Freelander 1 L-series  
2000 Defender 110 Td5  
2006 Range Rover Sport TDV6



**THOM WESTCOTT**  
CONTRIBUTOR

1977 Series III Lightweight



**ROGER HICKS**  
JOURNALIST

1972 Series III







sure he was not that happy with his lot. That was the first and last time we camped on the trip as Charlie kindly decided to sponsor our hotel rooms for the rest of the trip.

Our next stop was the last true wilderness in the UK, a place called Knoydart. This out of the way peninsula might be home to only 100 residents, but more importantly there are fifty Land Rovers there. As we could not take our own one over with the ferry, we hired one on the peninsula. The shooting season was in full swing and we passed several Land Rovers with freshly shot red stags as we explored the few tracks that one is allowed to drive on. We were only there for 24-hours and in that time we enjoyed an incredible seafood dinner and did the mother of all hikes up one of the steep hills on the Kilchoan Estate. The weather during our trip was absolutely superb, with hot days, warm evenings and no rain. Very unlike Scotland.

After leaving Knoydart we took the ferry from Mallaig to the Isle of Skye, one of my favourite places in all of the UK. When I was a young backpacker I came here several times. The scenery just blows me away each time. Our Adventure Defender

took us to all the main attractions on the Isle including the Talisker Distillery, Kilt Rock and Dunvegan Castle. We allowed ourselves one night in Edinburgh, this is probably a good thing as all the boys except me picked up a stomach bug at a dodgy 03.00am eatery.

Our final stop was Newcastle, where the mighty South African team took on Scotland. Before the game I ran into a friend who owns two independent Land Rover garages in South Africa. He and his mates had nicked a shopping basket and were using it for a BBQ outside the stadium. They assured me that they would be retuning it afterwards.

By the time our Defender 110 Adventure stopped outside my Bedfordshire home, we had covered almost 2000 miles.

What an adventure we'd had, watching our beloved Springboks while travelling around some of the most beautiful parts of the United Kingdom. The fact that we were doing it in a British icon made it even more special.

- 5. Our camping gear went on the roof rack.
- 6. Bok supporters in Birmingham.
- 7. -On the ferry to Knoydart.







## LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



**STEVE MILLER**  
ADVERTISING EXECUTIVE  
1983 One Ten V8  
1997 300Tdi Discovery 1  
1982 Stage One V8



**TREVOR CUTHBERT**  
CONTRIBUTOR  
1957 Series 86"  
1960 Series II 88"  
1983 One Ten HCPU  
1987 130 Double Cab HCPU  
1988 Range Rover 4.0L automatic  
1990 88" coil sprung V8 hybrid  
1992 Defender 90 200 Tdi  
1993 Defender 110 Tipper  
1993 Defender 130 Cherry Picker  
1994 Defender 110 300 Tdi Soft Top  
2003 Discovery 2 2.8L TGV automatic  
2005 Defender 90 TD5 Hard Top



**DAVE BARKER**  
CONTRIBUTOR  
2004 Defender 300Tdi  
2013 Freelander 2  
1958 Series I



**RICHARD THOMAS**  
CONTRIBUTOR  
1955 Series I  
2004 Discovery 2

# HYBRID VIGOUR

*Exploring Donegal in a V8 special*



**A**fter I sold my 100in soft top Land Rover, which I had used in Donegal for just over a year, my old, neglected V8 off-road prepared Land Rover was taken up there. I wouldn't be without a Land Rover at my place in County Donegal, but I always knew that the 88in coil-sprung, left hand drive hybrid truck was not the ideal machine for our requirement there. As I predicted, the V8 hasn't seen anywhere near as much use as the six-seater 100 did. It is just too small for any more than three people and my Golden Retriever, and has little space for any additional equipment or toys.

One day I will begin putting together the proper replacement for the old 100 – a 110 soft top with the same six seats and similar finish to the original; I have already gathered many of the parts that I need, including the drivetrain donor for the project.

Meantime, the V8 gets the occasional run out. The battery is kept in good condition by the very effective solar charger that I bought for the purpose; nothing ruins vehicle batteries faster than lack of use.

The V8 was built and prepared for a time when I was very active in the Northern Ireland Land Rover Club (NILRC), when we would be out with the club at least once a month. NILRC is still a great club, but I have many other demands on my time these days. "I really should sell the V8 now", I sometimes think to myself. Luckily those silly irrational thoughts disperse rapidly when I start up the engine and hear the wonderful roar of the V8 through the sporty stainless steel exhaust system.

A couple of weeks ago, I was fortunate enough to be able to join Shane of Greenlane Donegal on one of his fabulous guided tours of the old lanes and tracks in the Muckish Mountain region of Co Donegal, driving my V8. Shane was leading a convoy of around a dozen

Land Rovers, ranging from a very early Series I through to a Puma Defender 90. We drove up the very steep track to an old quarry, where we enjoyed lunch and a chat.

Shane's organisation is a not-for-profit service promoting Co Donegal in general, and driving the lanes in particular. The maps and information points that he is putting in place are such a superb resource for any visitor to the county wishing to get off the main roads and see some incredibly beautiful and spectacular scenery.

I had driven some of the lanes before, but the chance to discover a few new ones with Shane, plus get the V8's tyres dirty, was most welcome and enjoyable. So much so in fact, the next day I went out with my daughters (and Golden Retriever) to drive them again, finishing up on the wonderful deserted golden sands of Falcarragh Beach.

I'm now looking forward to getting up there again soon – and I have no doubt that the V8 will be fired up once more. I will also join Greenlane Donegal again soon, to discover a few more lanes further across the county, with Shane in the lead.



**TREVOR CUTHBERT**  
CONTRIBUTOR

## 88" COIL SPRUNG

YEAR: 1990  
MILEAGE: 49,750 KM  
POWER: 158 bhp  
TORQUE 210 Lb-ft  
ENGINE: 3528 cc V8 on twin SU carbs





# CAUGHT ON CAMERA

*This month the S111 Lightweight has been caught parking illegally – or has it?*

**I** have spent enough time in countries without functioning road laws to realise the full value of motoring regulations which are both operational and respected. But, when it comes to parking tickets, my respect for British motoring law tends to evaporate and is replaced with indignation, especially because I am usually boringly law-abiding when it comes to parking.

Indignation levels run high this morning when an ominous-looking envelope presents me with a Penalty Charge Notice courtesy of Transport for London. The alleged contravention - 'stopping where prohibited (on a red route or clearway)' - mystifies me. "No way!" I exclaim, followed by several unprintable expletives. I always strive to park legally, and there is

no way I would stop on a red route unless it was an emergency.

But camera operator number RNC/142 has declared otherwise, and two grainy little black and white images from said camera are offered as proof. Already looking at a fine of either £60, £130 or £195 depending on when I decide to pay, for an extra £10 I am entitled to view the recorded footage of the offence. How very generous of them.

Peering at the images, I gain some satisfaction from noting that my lovely Lightweight is tidily parked within the bounds of a designated parking bay, rather than on a red route, and the small figure of my cousin Tom standing guard beside the vehicle enables me to recall the day in question. I had parked in a 20-minute loading bay to grab some supplies. When I got back to the car, Tom told me a guy on a moped slowed down and warned him that the bay was "camera-ed-up by the council fxxxxx" and that the poorly-marked spaces were bringing in regular extra income.

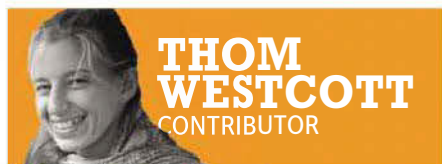
It transpires that, if you do not wish to part with £10 to watch the entire video, you can view online stills of the offence for free. Logging on with my penalty charge notice identification, my 15 minute offence spreads across the screen in a series of stills taken several minutes apart. The images are like a storyboard. The Lightweight's handsome outline - complete with wonky numberplate (since straightened, I hasten to add), the moment Moped Man issued his prophetic warning to Tom and the bizarrely-inked red-route markings, which I maintain are

most unclear with respect to those white-lined loading bays. Stills taken a few minutes later show Tom nonchalantly reclining against the side of the Lightweight waiting for me to return with his lunch, and a rear shot of the vehicle trying to make a snail's pace getaway in London traffic - the moment when a partner camera evidently had a clearer take on my numberplate.

And my own absence in all the images is quite interesting, as if the Lightweight was somehow out for an independent afternoon of illegal parking with only a passenger. Anyway, there is no way round this but to cough up the money, despite the deep-flowing resentment.

Later, when I am in a cafe sounding off to my friend Tony, he produces a laminated card the same size and shape as a tax disc from his pocket and said: "What you need is one of these." I turn the circle through my fingers and read the small print, which threatens anyone thinking of attaching a parking ticket to any vehicle displaying it with a £10,000 fine. "Apparently it works, although I haven't tried it yet," he says, jotting down a 'getting out of debt free' website address, from where I can apparently print one off for myself.

Although it would offer no defence against the powers of camera RNC/142, I figure that slotting this self-proclaimed 'Legal Notice' complete with its modified version of the UK's royal coat of arms behind the windscreen would do no harm. And, after all, I have been wondering what to use the tax disc holder since that particular component of UK road law went electronic.



**THOM WESTCOTT**  
CONTRIBUTOR

## S111 LIGHTWEIGHT

**YEAR:** 1977 **MILEAGE:** Debatable, since the speedometer doesn't always work and I replaced the dial some years ago, inadvertently dropping several thousand miles off the clock. **ENGINE:** 2.25 **POWER:** Quite a bit **TORQUE:** Several lb-ft **MPG:** Vastly improved! 14 - 16 mpg is the optimum given in handbook, but I like to think I fare slightly better with the overdrive





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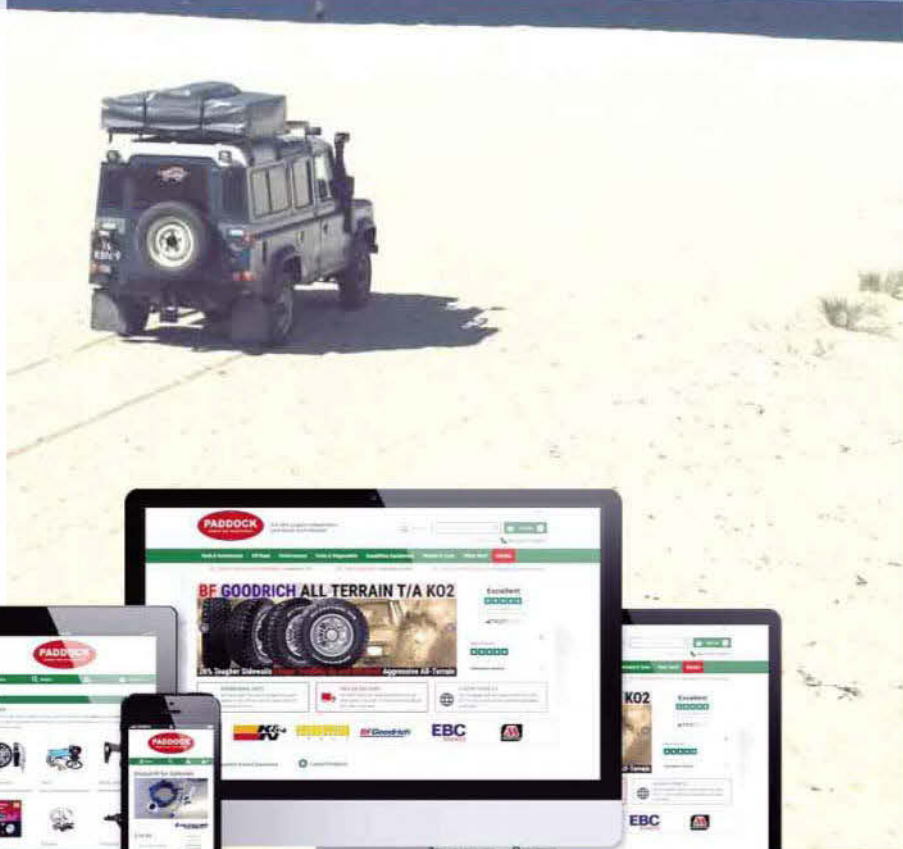
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# Brighten Up Your Winter

## Britpart Lynx Eye LED Headlights



**DA6282** Right hand drive LED headlight - pair

**DA6283** Left hand drive LED headlight - pair

Light source - 8pcs CREE(XML-10W) LED

Durable polycarbonate lens & die-cast aluminium housing provide maximum protection

### Features & Benefits

- > Certification - DOT & E-mark
- > 2800LM@30W on low beam
- > 4450LM@48W on high beam
- > Stepless thermal management system built-in
- > Durable polycarbonate lens stands up to harsh environmental conditions
- > Rugged solid LED means never having to replace another bulb again
- > Die-cast aluminium housing provides maximum protection

### General Specifications

- > Lens material: Polycarbonate
- > Housing material: Die-cast aluminium
- > Mounting: Replaces PAR56 headlights
- > Mounting connector: H4 and H4 to H13 converter
- > Colour temperature: 6000-6500k

### Technical Specifications

- > Low beam: 2.5 amps @12V DC
- > High beam: 2.00 amps @ 24V DC
- > Low beam: 1.25 amps @ 24V DC
- > Row lumen output: 5600LM
- > Effective lumen output: 3640LM



## Britpart LED Light Bars



- > Housing - aluminium extrusion with black electrophoretic coating
- > Bracket - adjustable heavy-duty stainless steel
- > Lens - Clear polycarbonate
- > Cable length - 500mm
- > ECE Approved
- > Long life/Low power
- > Dual voltage - 12/24V
- > Waterproof rating - IP67

### DA6284

500mm LED single light bar

- > Size - including bracket
- > H 98mm x W 574mm x D 91mm
- > Function - Combination beam
- > Watts - 90W
- > Light source - 30 x 3W LED
- > Light output - 7500 Lumens



### DA6295

120mm LED single light bar

- > Size - including bracket
- > H 98mm x W 174mm x D 91mm
- > Function - Spot beam
- > Watts - 18W
- > Light source - 6 x 3W LED
- > Light output - 1,500 Lumens



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# GET READY FOR THE BIG CHILL



**S**evere weather shouldn't arrive until the beginning of the new year, but right now things are chilling down, and driving conditions are changing. We can expect salt-laden road spray, slippery leaves and frosty mornings finding the weak spots in engine starter systems.

If your Land Rover is fully serviced and maintained it will cope perfectly with all this. Otherwise, there are a few checks to get on top of, apart from the obvious lights, wipers, screen wash, anti-freeze and chassis and underside protection.

There are more subtle checks to be made, such as (on older vehicles) testing the brakes on an empty straight road where they can be applied at gradually higher speeds and with increasing urgency. At low speeds, notice if the car veers to one side. If it does, have the brake balance sorted before going to the next stage. When they are working properly, test them at higher speeds until you can safely execute an emergency stop. If the vehicle pulls up square without locking a wheel, you know it has a good chance of handling an emergency. If it swerves or pulls, or a wheel locks up, or the ABS is over-active, then have the vehicle properly checked, because a slight brake imbalance could make the difference between a near miss and a catastrophe, or it could cause you to just completely lose control.

The same applies to suspension. Worn dampers will act unevenly, perhaps causing a front corner to dive during braking and throwing more weight in that direction, or reducing weight on a rear wheel causing the tyre to lose braking grip. Suspension bushes need to maintain directional stability, especially the rear trailing arm bushes on the beam axle Land Rovers. Looseness here allows the rear axle to move slightly out of line, causing a tad of rear wheel steering, which is the last thing we want in an emergency. Naturally, none of the above works if the tyres are worn down, or if they are unevenly worn. Now is the best value time to renew them.

Engine starting problems should also be addressed now. Check that the battery, starter and engine earth terminals are clean, and that the auxiliary drive belt is serviceable and correctly tensioned. We have the ideal vehicles to handle all this, provided they are maintained and driven as intended.

## TECHNICAL EDITOR

ED EVANS

[lrtechnical@gmail.com](mailto:lrtechnical@gmail.com)

**“A slight brake imbalance could make the difference between near miss and catastrophe”**

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**PART 10**

{RANGE ROVER CLASSIC PROJECT}

**GALVANISING THE BODY***Will the braced bodyshell survive the distorting heat of a tank of molten zinc?***TREVOR CUTHBERT****TIME****4 HOURS****COST****£320\*****DIFFICULTY RATING**

\*Cost so far: £5836.

**CONTACT:**

NK Coatings, 4 Michelin Road, Mallusk, Co. Antrim  
BT36 4PT Telephone: +44 (0) 28 90 833725  
Email: sales@nkcoatings.com www.nkcoatings.com

**I**t is rare to galvanise the complete bodyshell of a vehicle, especially a classic Range Rover. This is mainly due the sheer size of the structure, and the associated cost of hot-dip galvanising. Before galvanising, the body must be fully repaired, cleaned back to bare metal throughout, and braced against distortion.

It's common to galvanise a chassis, but could we also galvanise the bodyshell? I spoke to a number of informed people in the trade, with mixed responses.

There had been complete disasters, warnings that serious bracing was required, but also some successful outcomes. With this information the Range Rover's owner, Andy, was still very keen. Besides, throughout this project, we had met all of the conditions required for galvanising the body. The shell had been comprehensively stripped to a bare structure, all rust, paint, oils, sealant, dirt and other contaminants completely removed by shot blasting, and all corrosion or physical damage repaired by cutting out and welding in new metal. And we'd produced a custom-made frame to brace the complete body against warping or buckling.

All conditions were met, which in itself must be a fairly rare scenario. So the Range Rover body, mounted on its jig, was taken to NK Coatings in Mallusk, Co Antrim, to be hot-dip galvanised. Due to me being delayed, the shot-blasted bare metal body sat in the rain for several days and I was alarmed to see light surface rust had formed all over the body. But galvanising plant foreman, Eddie, assured me that the first bath would take care of that.

**STORY SO FAR**

THE 1983 Range Rover, owned by my friend Andy Webb, has been comprehensively stripped down to component form, and the chassis shot blasted, repaired and galvanised. Subsequently, the chassis was painted and built back up to rolling chassis stage with new suspension and bushes. The body shell was likewise shot blasted and extensively repaired and mounted on a purpose made jig. We are now taking a big and risky step with the body shell – having it hot-dip galvanised. Will it stand the heat, or come out warped?



## WHAT IS GALVANISING?

**HOT-DIP GALVANISING** is a process where steel or iron is coated with a layer of zinc by immersing the prepared metal in a bath of molten zinc at a temperature of around 450 degrees Centigrade. Later, when exposed to the atmosphere, the pure zinc reacts with oxygen to form zinc oxide, which subsequently reacts with carbon dioxide to form zinc carbonate. This is a strong, dull grey material, which prevents further corrosion – protecting the metal underneath for many years to come.

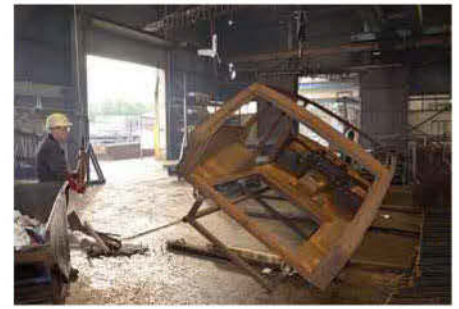
Before galvanising, the steel must be completely cleaned of all paints, rust, dirt and oil by shot-blasting or by immersing in a caustic solution with subsequent rinsing. The component is then pickled by immersing in an acid bath to strip the steel surface back to clean base metal, removing any minor surface rust and mill scale. After rinsing the acid off, the component can be immersed in a flux bath (zinc ammonium chloride) to assist with the galvanising process or, as in our case at NK Coatings, a flux powder was thrown on the wet surface of the Range Rover body.

The component is then immersed in the molten zinc bath at 450 centigrade until the component reaches the same temperature as the zinc (our Range Rover body was pre-heated by holding it over the zinc tank). During immersion in the molten zinc, the surface of the component effectively has its molecular structure modified, as NK Coatings General Manager, Paul Harvey, explained. The molten zinc and the steel react, creating a layer of an alloy of the two metals, which has a great benefit when the component is drilled. When the hole is drilled, exposing raw steel, the steel will rust locally but it will not spread throughout the rest of the metal. Paul says the alloy layer effectively heals the drilled wound, preventing further rust infection. For example, the galvanised cappings on my Defender, fitted over a year ago, have no signs of any rust around where they were drilled for riveting to the body.

As the component is removed from the molten zinc tank, excess zinc is removed by the operatives, along with any slag blemishes, before the zinc surface solidifies. The final stage of the process is quenching in a tank to cool the component – often with nickel in solution to help retain the shiny finish for longer – before final inspection in the finished goods area.



**1** It was alarming to see that the carefully repaired and shot-blasted Range Rover body shell had been allowed to become really quite rusty again.



**2** As the shell was slowly lifted by the gantry crane system at the galvanising works, the operator assured me the surface rust was no problem.



**3** The first bath that the Range Rover body is lowered in to is an acidic solution known as pickling, which strips the surfaces back to clean base steel.



**4** After a brief time in the pickling solution, the surface rust gives way to clean metal again. This stage takes over two hours.





**5** Out of the pickling bath, the de-rusted body shell is next immersed in a rinse bath to wash away the acid.



**6** The operatives lower and raise the body from each bath at an angle so as to completely fill and drain the cavities properly.



**7** The highly experienced operatives can identify cavities that need to be vented by drilling, which we missed in our preparations.



**8** Here, ammonium chloride powder is being thrown all around the body shell and frame to aid the galvanisation process which follows.

## WORK SAFELY

- It is very rare to gain access to a galvanising plant. In the event one does Personal Protection Equipment PPE (as supplied by NK Coatings) must be worn at all times.
- One must also keep to the areas instructed by the staff and follow all instructions.



**9** The shell is suspended above the molten zinc in the galvanising tank for 10 minutes. This heats the shell significantly before it is immersed.



**10** After the body shell is immersed in the molten zinc, the top sides of the chamber are opened and slag is removed from the liquid surface.





**11** Preliminary inspection of the body shows a few black spots, so ammonium chloride powder is thrown at the affected areas.



**12** Slag is cleared from the molten surface and the front end is lifted for inspection. Note the spontaneous flames that appear.



**13** Normally, secondhand metal is more difficult to galvanise to a good finish, but the operatives are rightly pleased with the emerging bodyshell.



**14** Now completely out of the chamber, it is easier to get a closer look, and the results are highly pleasing – it all looks great from here.



**15** The body is now immersed in a quench bath of nickel solution, which will inhibit undesirable atmospheric reactions with the galvanised surfaces.



**16** Carefully does it! The freshly galvanised body shell is set upright on its frame and on a forklift truck, in the finished good area.





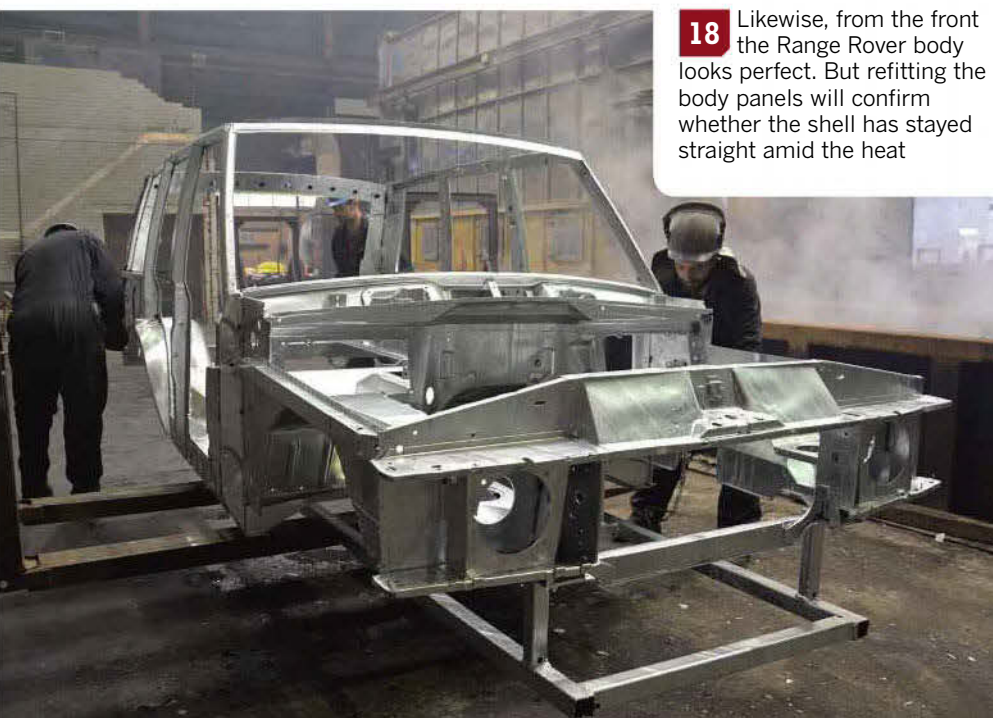
## NEXT UP

The more powerful and torquey replacement 3.9-litre V8 engine is to be mated to the original ZF automatic transmission and fitted to the rolling chassis, along with the fuel tank and other components.

The chassis will then be ready for the body shell to be re-fitted. But first, the shell will need extensive attention – it will be T-washed, etch primed, painted and sealed along all relevant areas. The hard work continues.



**17** From the rear, the galvanised surfaces seem to be mostly blemish free and undamaged. Crucially there is no apparent distortion of the structure of the shell



**18** Likewise, from the front the Range Rover body looks perfect. But refitting the body panels will confirm whether the shell has stayed straight amid the heat

## > A GOOD RESULT

ON NUMEROUS occasions I have seen secondhand steel components coming back from the galvanising shop with blemishes – often black areas – due to incomplete cleaning and decontamination of the workpiece. This was one of my fears for the Range Rover body, along with the possibility of disastrous warping. No such problems here. I could see, each time it emerged from the galvanising tanks, the care and attention the guys at NK Coatings gave to ensuring the finished surface was as clear as possible of blemishes. There was constant clearing of the slag, numerous treatments with the ammonium chloride salt, and sharp eyes watching the surfaces as the body emerged from the molten zinc bath.

The jig seems also to have been a great success, there being no obvious problems with the body shape. When I get down to rebuilding the Range Rover I may encounter some minor problems, but I do not anticipate anything serious. I now look forward to working with the body shell and building the truck back up.







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*Gary Stretton's Series III gains the energy saving benefits of an electric fan, without losing originality*

{SERIES III}

## FITTING AN ELECTRIC FAN



**GARY STRETTON**

■ Tools: Socket set, spanners, wire strippers/cutters, insulation tape, heat gun

### TIME

**3 HOURS**

### COST

**£195**

### DIFFICULTY RATING



#### CONTACT:

www.revotec.com 01491 824424  
Email: sales@revotec.com

**E**lectric cooling fans have advanced a great deal since they first became available for DIY fitment. Universal fittings allow a high power, highly efficient fan to be mated to almost any radiator design, but there's nothing better than a bespoke kit that uses existing fittings. An installation with as few compromises as possible will always look correct or, as in the case of this Revotec fan kit, will be barely recognisable as an aftermarket addition.

The Revotec fans motors use ball-bearings and can run continuously, not that they should ever need to. The clever part of this kit is the Electronic Fan Controller (EFC). This aluminium-bodied thermostatic switch can be adjusted in situ, making it highly adaptable to a huge range of climatic conditions, operating from 70 degrees C to 120 degrees C. And because it's an inline design, there is no external thermostat probe to adversely affect the hose sealing. The laser cut, black powdered-coated brackets mount the fan without the need for cutting or modifications.

#### Why fit an electric fan?

This 14-inch fan's output is certainly

superior to that of the original fan blades and, because it's not constantly running, it's not always consuming bhp from the engine and doesn't generate the constant fan noise.

Importantly on a Series vehicle, the electric fan gives faster warm-up times and greater cooling efficiency. You can, of course, leave the mechanical fan fitted if originality and looks are an issue. Because the Revotec fan is a blower it sits on the front side of the radiator, forcing air through the radiator core rather than sucking it from behind, as the original fan does. The benefit is that you don't see it when looking into the engine bay.

#### Installation

Before ordering a kit, I advise taking a key measurement from your radiator, due to differences in the trough width on the radiator frame. This is important because there is a known 7 mm difference between radiator troughs. The thicker core radiator on my SIII, for example, has a 35 mm trough, but my spare has the typical 42 mm trough.

Cable ties, spade terminals and a wiring clip come with the kit, though you'll need two 8 mm terminals (available from Revotec) for the method shown on the opposite page.



## > FITTING THE ELECTRONIC CONTROLLER



**1** Measure your radiator's trough before ordering your kit. It should be either 35 mm or 42 mm approximately, like my spare.



**2** Thoroughly examine the electric fan kit before you start. The box has a checklist in the lid. Double-check the components.



**3** Drain the coolant from the radiator using the drain plug, or the cylinder block valve, or by removing the bottom hose.



**4** While the coolant is draining, disconnect the battery and carefully remove the front grille from your Land Rover vehicle.



**5** Loosen all fan bolts and remove the blades. Refit the bolts and pulley, using additional washers to mimic the blade's thickness, if necessary.



**6** It's best to use a new bottom hose, but check it before cutting as length variations exist, depending on the supplier, as shown here.



**7** Mark the width of the Electronic Fan Controller (EFC) central section on the hose. Allow for the radiator outlet when positioning the EFC.



**8** Using a hacksaw, cut the hose in two places, removing a section the same width as the Electronic Fan Controller.



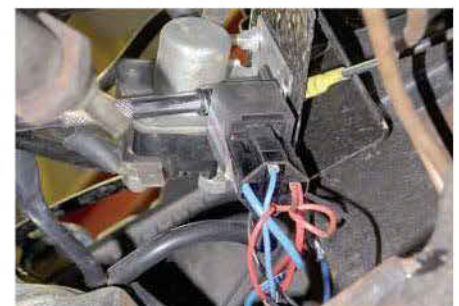
**9** Now it's time to fit the hose halves to the Electronic Fan Controller, but don't tighten the clips fully just yet. First you need to...



**10** ...fit the hose and EFC assembly into position. Rotate the EFC so the wiring can't touch the engine. Now, tighten all four clips.



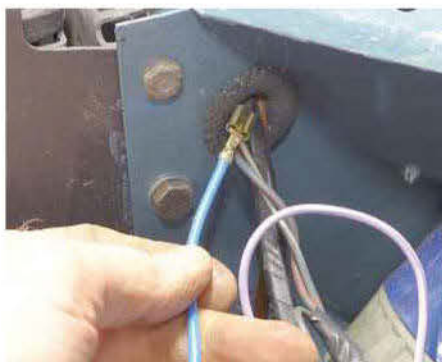
**1** Identify the three wires from the EFC. So, black equals earth; blue equals fan feed and red equals 12-volt feed.



**2** Site the relay. I used the starter solenoid lower mounting screw, which doubles as the relay and solenoid earthing point.

INITIAL WIRING

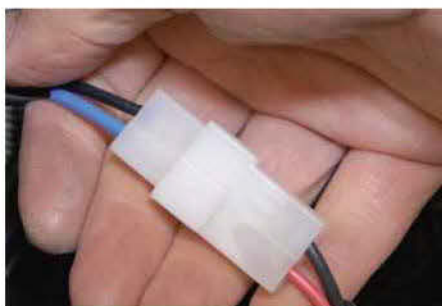




**3** Fit a bare spade terminal (supplied) to the blue EFC wire and thread it through to the front of the radiator.



**4** Fit the second bare terminal to the loose black earth wire, and thread the other end through the same grommet from the front of the radiator.



**5** Fit the black and blue wires to the connector block supplied, ensuring black/black and blue/red fan connections.

## WORK SAFELY

- Let engine cool and depressurise before draining coolant.
- Disconnect the battery earth lead before working on the wiring.
- Route cables clear of moving parts. Secure them to prevent abrasion, but with safe slack.
- Protect the wiring with insulation tape or sleeving.



**6** I used an 8 mm terminal (not supplied) to earth the black fan wire (16) to the battery tray earth.

## > FIXING THE FAN



**1** Now to secure the new fan brackets. Remove the nuts securing the second highest bolts on both sides of the radiator grille panel.



**2** The brackets are sided. Undo the lower corresponding nuts and loosely fit both brackets.



**3** Ensuring the fan wires exit left, fit the lugs (again provided) to the left-hand side only of the fan assembly for now.



**4** Manoeuvre the fan into place from behind the bonnet release catch. Now fit the right hand side lugs.





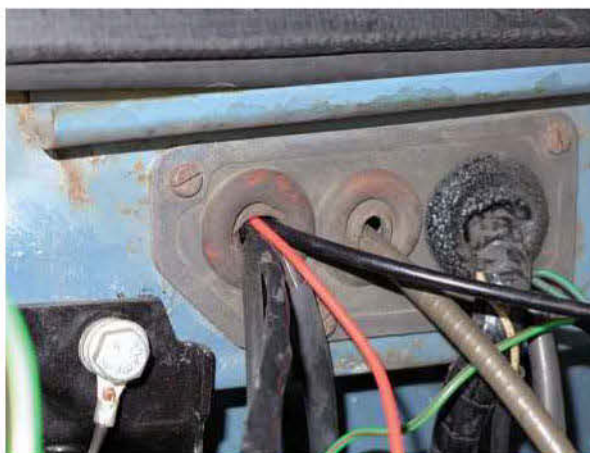
**5** Align the lugs with the brackets' captive bolts. Do not push against the radiator when pushing the lugs onto the bolts.



**6** Tighten the four nuts and washers but be careful – you don't want to crack the tough ABS plastic lugs by over-tightening.



**7** Now tighten the four grille panel to bracket nuts and bolts. Hopefully, the fan assembly should feel pretty solid.



**8** The long red 12v feed wire from the EFC will reach the dashboard fuse box via a bulkhead grommet, if desired. A word of caution though. Standard 35 amp fuses are fitted to SIII models, but Revotec recommends a 20 amp continuous fuse as the highest rating for the fan. This means you must know the continuous rating of the 35 amp fuse feeding the fan. Also, if you use a fuse box feed, it must come from the fused terminal side of the fuse box. I chose instead to fit an inline fuse holder in the engine bay with a 10 amp fuse initially, meaning the

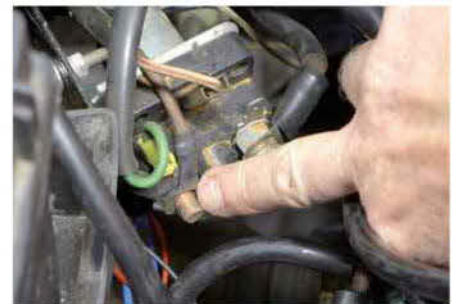
fan has its own fused supply. This has the advantage of being able to easily take a 12 volt feed from either side of the starter solenoid, making the fan switched or unswitched. Switched means it runs only when the ignition is on. Unswitched, it can run if the ignition is off too, but only when under bonnet temperatures rise high enough to trigger the EFC. This latter method reduces carburettor fuel evaporation caused by the heat rising from a hot petrol engine. Battery drainage shouldn't be of concern because the current draw from the fan is very low.



**9** Inline spade fuse holders are available from Revotec, though I used a glass fuse inline holder to reduce the number of spare fuse types required.



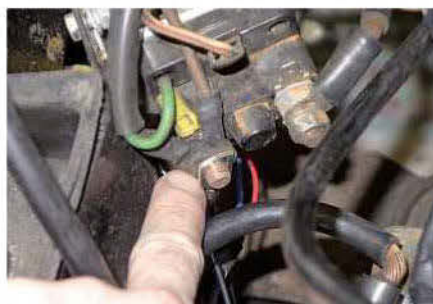
**10** Sparks alert! Before connecting to the solenoid, disconnect the positive battery cable from the battery and the solenoid terminal.



**11** As you can see above the unswitched half of the solenoid takes the main battery cable. The switched half has the starter cable.



**12** Cut the red EFC wire at a suitable position. Fit the fuse holder body to one end, and its cap to the other. Connect fuse holder and cap.



**13** I fitted an 8 mm terminal to the other end of the red fuse holder body wire and connected it to the unswitched solenoid terminal.



**14** Fit the heatshrink sleeving (supplied) over the smaller white connector block. Connect the blocks. Check your wiring and its routing.



## TROUBLE SHOOTER



IF, HAVING wired the fan kit as shown, it's not working, then try the following:

- Ensure the engine coolant operating temperature has been achieved. The minimum is 70 degrees C.
- Check the fuse. If it's blown, check all connections carefully
- Replace the fuse. 20 amp continuous blow maximum.
- Check the fan by disconnecting the white connector block. Run an earth wire from the fan's black wire terminal, and feed 12v directly to its red terminal, keeping your finger clear. The fan should spin.
- Do not disconnect the relay or attempt to rewire it.



- 15** Refill the system with fresh anti-freeze solution and check for leaks. Reconnect battery. Turn the white slot in the EFC fully and gently anti-clockwise.



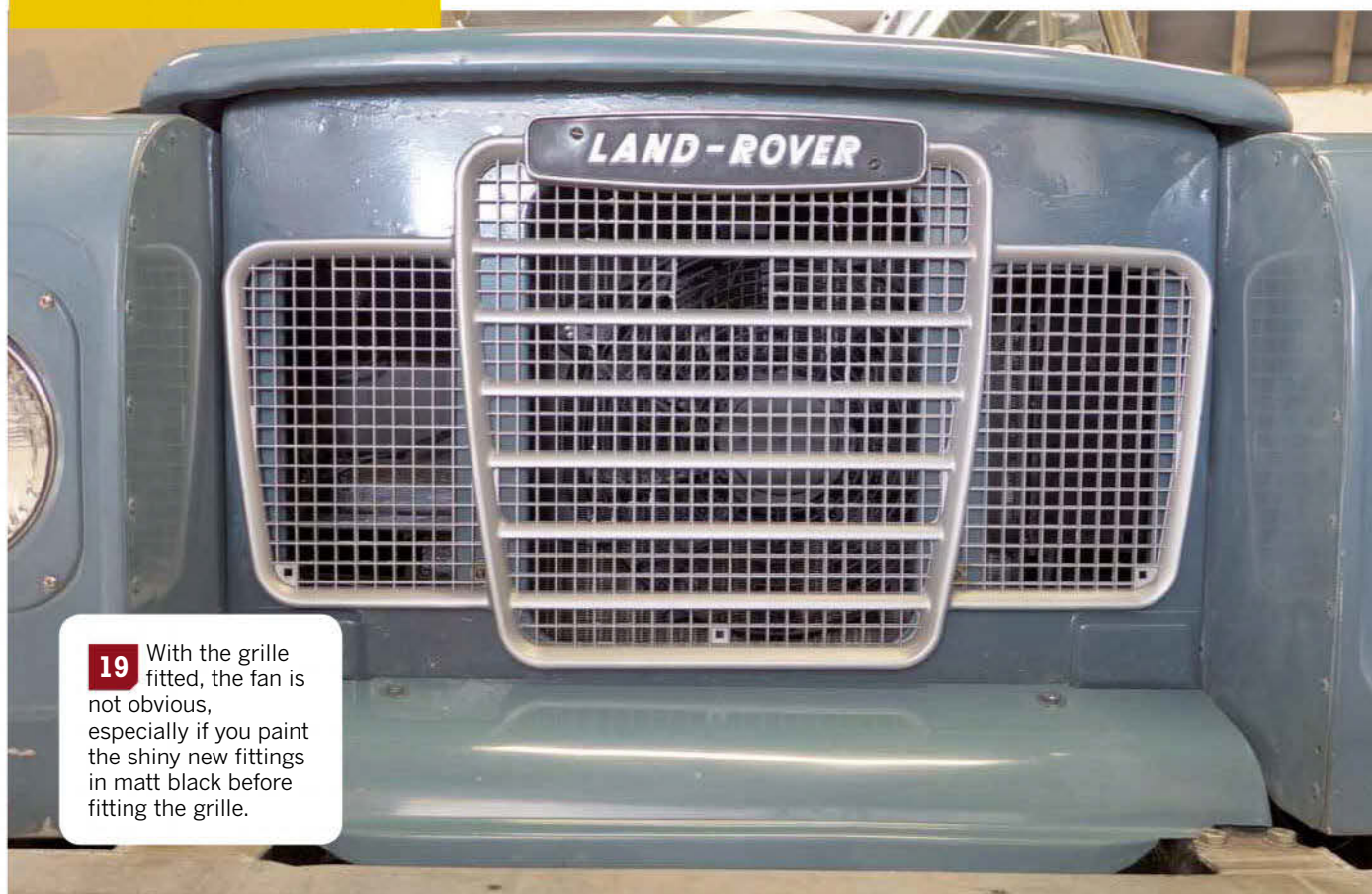
- 16** Allow the engine to reach normal temperature. If the fan starts below normal, turn the white slot clockwise until it stops.



- 17** Fit the EFC dust cap only when you are happy with the fan's operating range. With the engine off and hot, check again for coolant leaks.

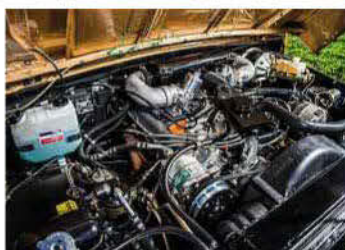


- 18** Use a heat gun to seal the connector block with the heatshrink, and cable tie it safely and securely out of the way.



- 19** With the grille fitted, the fan is not obvious, especially if you paint the shiny new fittings in matt black before fitting the grille.





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## HYBRID BRAKE FEEL

**Q** My Discovery 300Tdi has been converted into a Defender. I have shortened the chassis and made a new bulkhead, outriggers, and so on, to fit the Defender body. I have used the original engine, gearbox, axles and brakes from the Discovery.

The brakes have new calipers and discs and I have used a Defender pedal and servo, which I think are from a Td5 vehicle. My problem is that the pedal seems to be on the hard side, and it doesn't have the progressive feel it had when in the Discovery. The servo seems to be working, but is it the correct one for the calipers and discs that I have used?

**Robert Williams,**  
Dunedin, New Zealand

**A** The Defender's front calipers do have larger pistons than the Discovery versions which you have fitted on your hybrid. The Defender Td5 pistons have a diameter of 46 mm, compared to the 41 mm diameter on the Discovery pistons. This will have an effect on the



Braking balance and performance is critical to safety. We don't advise mixing components, unless you have the competence to confirm suitability

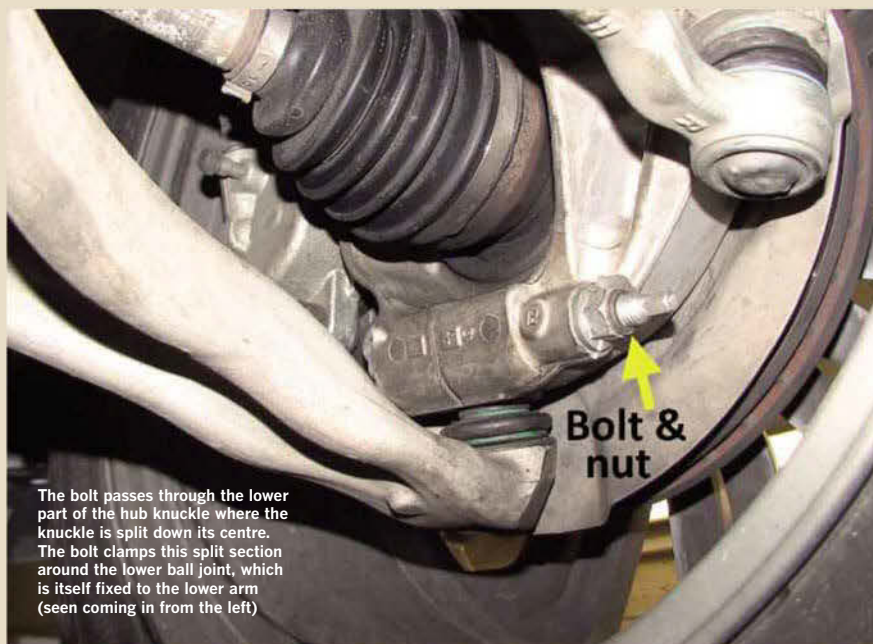
feel of the brake pedal and, to an extent, on the braking power.

Of course, there are other things to take into consideration when talking about the difference in feel on the brake pedal between the two models, because they both use different master cylinders, servos and pressure reducing valves. I would suggest fitting Td5 Defender front

calipers and pads, and a Defender 90 pressure reducing valve; the brake discs are the same between the two models. All of this may not give you exactly the same feel to the brakes as the Discovery, but it will get the brakes as near as possible to standard for the size and weight that you now have.

**Sam Clarke**

## EVOQUE'S LOW SPEED KNOCK



The bolt passes through the lower part of the hub knuckle where the knuckle is split down its centre. The bolt clamps this split section around the lower ball joint, which is itself fixed to the lower arm (seen coming in from the left)

**Q** I have had my 2012 Evoque diesel from new and have covered 112,000 virtually trouble-free miles in it. It has developed a slight knocking noise, which seems to be coming from the front end. I often hear it when manoeuvring into a parking spot. Is anything coming loose? I had it serviced only two months ago and all servicing is up to date. My local garage has checked and cannot find anything wrong.

**Liz Watson**

**A** We have come across this before, and the noise comes from the pinch bolt for the front lower control arm joint and knuckle. New bolts have been released to prevent the noise recurring. You will need to order the following parts to deal with the left and right sides of the front suspension:

Two bolts (part number LR 024506) and two nuts (part number FY112056)

When they have been fitted it is important to ensure they are tightened as follows: firstly tighten to 80 Nm of torque, secondly tighten further by turning through 180 degrees.

**Duckworth Land Rover**





Engine exhaust gas enters the housing through the flanged opening (right) and passes through the turbine (bottom) when the wastegate valve (top) is closed. As the wastegate valve opens, progressively more exhaust passes through it, and less through the turbine

## STICKY WASTEGATE

**Q** In the *LRM* December issue (Td5 is beaten by gradient), you mentioned checking the wastegate is free. What exactly does the wastegate do? If mine is stuck on my Defender 90, what can I do about it?

**Trevor Emms**

**A** The wastegate is a hinged valve inside the exhaust casting of the turbocharger assembly. When it is closed, exhaust gas from the engine passes through the exhaust turbine, spinning the blades and thus driving the air compressor, which increases the pressure of the air coming into the engine (boost pressure). As the boost pressure increases, an actuator opens the wastegate valve, allowing the exhaust gas to flow through it directly to the exhaust

pipe, thus bypassing the turbine. In this way, the actuator controls the wastegate valve position to keep boost pressure at its optimum level for the driving conditions, and to prevent maximum boost being exceeded.

The wastegate is operated on the Defender by the cylindrical actuator moving the link connected to the wastegate valve's spindle lever to open or close it. The actuator is controlled by vacuum.

By disconnecting the link from the wastegate lever (small spring clip – wear eye protection in case it flies, but don't lose it), you can manually turn the lever back and forth to confirm the wastegate's free movement (remember, when disconnected, it's just a simple flap valve). If it is not fully free, apply easing

oil and work it back and forth by hand. You may need to use pliers or grips to get it moving if it's really seized, but work gently and, if it won't ease up, you'll need to remove the turbocharger to the bench. The pictures above and below show a Tdi turbocharger, but the principle is the same, and they illustrate what is going on inside the housing when trying to free the wastegate.

As an aside, the wastegate valve seat in the casting can crack radially (third picture), and the valve can accumulate deposits over time, spoiling the seal. Problems with the actuator and its supply pipe can cause engine exhaust pressure to force the wastegate open, reducing boost, especially if the boost has been increased for additional performance.

**Ed Evans**



**Far Left:** If you disconnect the actuator linkage from the wastegate lever, you should be able to rotate the lever freely by hand

**Left:** Rotating the lever opens and closes the wastegate. Apply easing oil to the spindle and work back and forth, if sticky





Nearly all the bodies and interiors are good on Discovery 2; the chassis is the critical part

## DODGY DEALS WORK BOTH WAYS

**Q** I'm looking for a Discovery 2 around the £3000 mark. I'd like your opinion on a 1999 model I have seen that has covered 150,000 miles. Body and interior are beautiful, and it drives very nicely. There are just a few minor points that I'm concerned about. I was told the chassis is in good condition and the salesman said it had recently been undersealed, should I be suspicious of that?

When I looked at the chassis it did seem solid, but has been recently welded with big patches on the underside of the main chassis runners where they dip down at the back. The underside of the body, the sills and the boot floor all seem solid. The vehicle has indeed been undersealed, especially thickly where it has been welded, but it has also gone over the exhaust silencer and much of the underbody and axles.

I pulled off some loose underseal from the body and there was mud underneath. But, as I say, it all seems very solid, so should I be worried about this?

It drove really well, but there was engine noise coming in through a gap between the carpet and the centre console, I think. This is something I could sort on my own though. I also noticed two tyres were on the limit, though they had fresh sealant as if recently fitted, and had been dressed.

The underside looked oily on the right-hand side of the chassis where there is a group of pipes leading into a box but, again, no rust here at all. They are asking £3200, which is around my budget, and I could maybe get a bit off for needing to do the carpet gap myself. Do you think that is reasonable, and is there anything else I should be looking at?

I H  
Cheshire



The most common rust area is under the chassis main rails at the back. If it's been badly patched here, then worry

**A** From your description, I'd advise looking at another Discovery 2. Most Discovery 2 models have a good body and interior. Those that don't, have usually been abused or neglected. The important thing on a D2 is the chassis, and this one sounds risky.

They usually rust away on the lower rear section as you described, and a proper repair is quite acceptable if the rest of the chassis is good. But the combination of patch repairs on the chassis coinciding with a questionable undersealing job without cleaning and preparing the chassis first, plus a coincidentally timed new MoT test and worn but recently-fitted tyres, does little to confirm the vehicle's credentials.

Be wary of a freshly MoT'd vehicle in this state. Despite VOSA tightening the system, you might find a year later when

you take it to a local MoT station, that it fails the test dramatically and expensively.

The group of pipes you mention on the right side of the chassis are Active Cornering Enhancement (ACE) hydraulic pipes. ACE is a desirable extra on the Discovery 2. It gives positive cornering by reducing body roll. But if the pipes are leaking oil they will need to be replaced (another MoT inspector might fail them) and that can prove expensive.

As for the gap between the transmission tunnel and carpet, there has obviously been work carried out here by someone who doesn't know his job, or just doesn't care. You might need to spend £1000 on this to make it a good car. Try being as cheeky as the salesman, by making him a low offer. There are plenty of others to look at.

Ed Evans



# DISCOVERY 300TDI ENGINE CUT

**Q** For the last eight years I have driven a Discovery 1 300Tdi, which is now up to 130,000 miles on the clock. It's not the later EDC type, so there is no electronic stuff to go wrong, and the engine is all standard, which leads me to think I have a fuel problem.

Occasionally and without warning the engine cuts out, as if it's run out of fuel. Sometimes if this happens going downhill and I let the vehicle continue in gear the engine will pick up again and start running for no apparent reason. Sometimes it is also difficult to start after standing overnight, but it usually goes away a treat in the mornings.

It's unusual that this should happen when driving downhill. It is fairly common when driving up a steep hill and is usually caused by a blocked fuel filter. I'd check the wiring to the fuel shut-off solenoid. The solenoid itself may be faulty; before going down that route though I'd check the more likely cause of air getting into the fuel system.

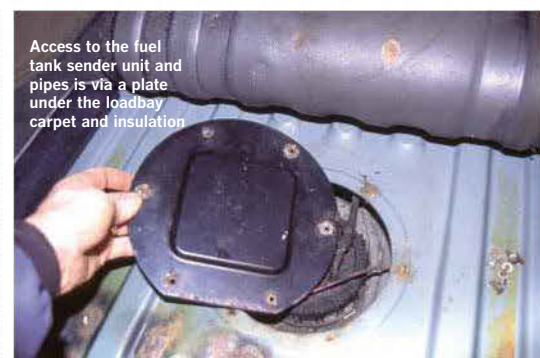
**Dan Stones**

**A** The fuel outlet pipe from the tank can corrode and perforate. This doesn't cause fuel to leak out, rather it draws air into the pipe under suction

from the engine lift pump. In the load bay, under the carpet you will find a metal plate on the floor. Remove this and you will see fuel pipes connected to the sender unit on top of the tank. Look for surface rust and rub gently with emery cloth to remove the rust and expose any perforations. If the pipe is perforated it will allow air to be drawn into the line, and in your case it's probably an intermittent leak so it may be small. The answer is to replace the complete sender unit. If these pipes are okay, or you fit a new sender unit, grease the pipes to prevent future rusting – it's worth doing this as a precaution on any Discovery 1.

If this proves not to be the problem, check the pipework from here to the lift pump, including the connection to the lift pump. Again, you won't see fuel leaking out where air is getting in, so check the pipework closely for chaffing, deterioration and loose connections. Assuming the fuel filter has been changed at the correct interval of every 12,000 miles, the fuel lift pump may be weak, and is easily replaced. Otherwise, the next suspect in line is the fuel stop solenoid.

**Ed Evans**



Access to the fuel tank sender unit and pipes is via a plate under the loadbay carpet and insulation



If the pipe is rusted, replace the sender unit. If not, protect it with a smear of grease



This looks serious, but it only takes a few minutes to change a bulb



After removing the grille, two slide catches (one at other end) move up to release the lamp unit



With the unit inverted, circular cover is removed to expose side lamp (right) and steering turn lamp (left)

# NO LIGHT MATTER

**Q** My Range Rover Sport has just failed its MoT test on a front side lamp bulb being out. I thought the garage would have fitted a new bulb and given it a ticket. However, when I tried to fit one myself at home, I found out why they didn't bother.

There is hardly any access through a screw cap on the top rear of the headlamp unit, and the bulb is right at the bottom. I have managed to pull the bulbholder out, and fitted the new bulb but I can't reach in to refit the bulbholder. The handbook just says take the cover off and change the bulb; am I missing something here? **John Rollinson, Dorset**

**A** The simplest way is to remove the complete headlamp unit, which is actually a quick job. Open the bonnet and release the front grille by pressing the plastic tabs along the bonnet shut panel. Gently pull the grille at each bottom corner, and it will lift off.

The headlamp unit is held by a sliding catch at each side. Move both catch plates upwards – you may need to lever them gently using a screwdriver, but don't damage the plastic. In the up position, check the large hole has aligned with the visible plastic plug on each side. If so, gently prise the lamp unit forward over the plugs (there are two more plugs lower

down, but they will all be aligned together). Disconnect the main harness plug by pressing its upper clip and pulling back gently, then lift the lamp unit clear. You can now turn the headlamp unit upside down and unscrew the circular cover underneath. That will give you direct access to the side lamp, and the steering turn lamp. The whole job only takes a few minutes.

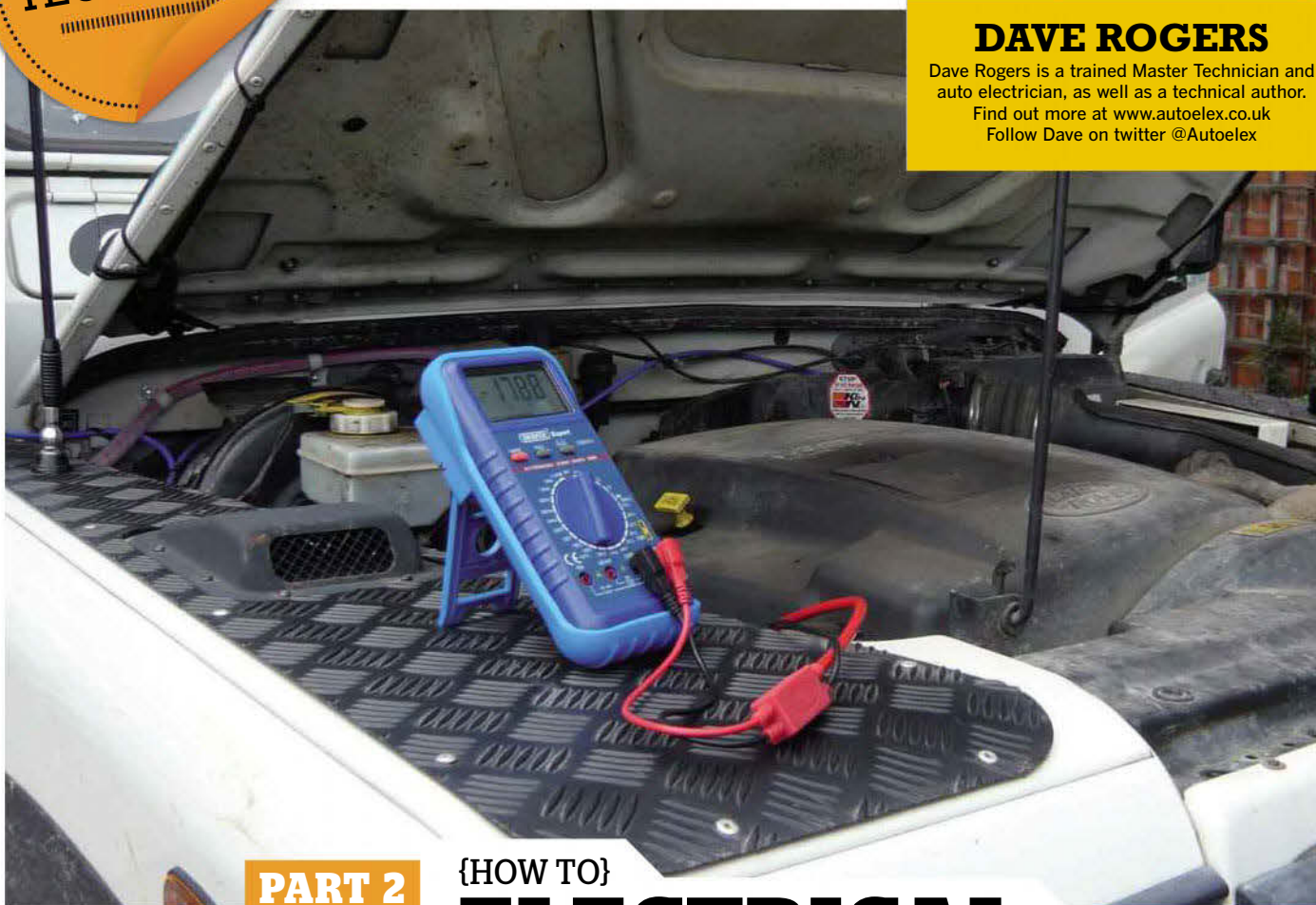
Reassemble it all gently, ensuring the two catches slide fully down. Then carefully snap the grille into place, fixing the two lower pegs first.

**Ed Evans**



**DAVE ROGERS**

Dave Rogers is a trained Master Technician and auto electrician, as well as a technical author. Find out more at [www.autoelex.co.uk](http://www.autoelex.co.uk)  
Follow Dave on twitter @Autoelex

**PART 2**

Dave Rogers explains the logical methodology for solving electrical problems

{HOW TO}

**ELECTRICAL FAULT FINDING****DAVE ROGERS**

■ Test lamp and digital multi-meter as a minimum

**TIME****1-8 HOURS****COST****TIME ONLY****DIFFICULTY RATING**

**I**n part 1 of our basic electrical diagnosis series we explained the basic theory of volts, amps and resistance, then we reviewed the typical diagnostic tools that are available for electrical fault finding. Now we'll look at how to approach an electrical diagnostic problem, working through the basic techniques to be used, and collecting some hints and tips to help develop our skills and knowledge.

Electrical diagnosis is just the application of process and experience in solving a problem. A logical approach is essential to avoid wasting time and money. When a fault occurs on a vehicle, it may be a known problem, or one we've come across before. So, using our experience, we can optimise the time spent rectifying this fault because we have some direction. But good diagnostic skills become valuable when looking at a problem you haven't seen before. In this situation, you may be tempted to throw the parts dart at the problem by changing components in the hope of stumbling on a cure. But this is an

expensive approach, especially for modern vehicles.

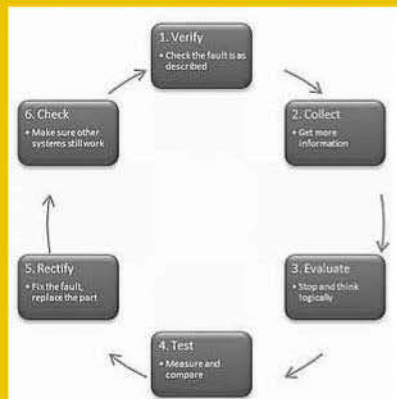
Using a process to structure our actions is an excellent strategy, and the best tools we have are our brains and eyes. In addition, we can arm ourselves with a lot of useful information from a workshop manual, internet research, or even talking to other owners at a local club or event. But background information alone won't be enough – we need an approach to guide us through the problem solving process. That is the main focus of this feature – to arm you with some guidelines and a philosophy to deal with all manner of electrical problems. We can also apply the method to other domains or problems, where a good diagnostic approach puts structure into the action, and provides method to deal with apparent madness.

**THANKS TO:**

Mark Birkitt of the Cheshire Land Rover club for the use of his 2002 Defender 110 double cab in this feature. Mark plans to use the vehicle in the March 2016 Mac 4x4 Challenge to raise money for Macmillan cancer support. Donations are welcomed at [www.justgiving.com/teamgruffalo](http://www.justgiving.com/teamgruffalo).



## DIAGNOSTIC PROCESS



Six stage diagnostic process – Using a logical process can help tremendously when dealing with particularly tricky diagnostic

Here is a key checklist of the six-stages of fault diagnosis:

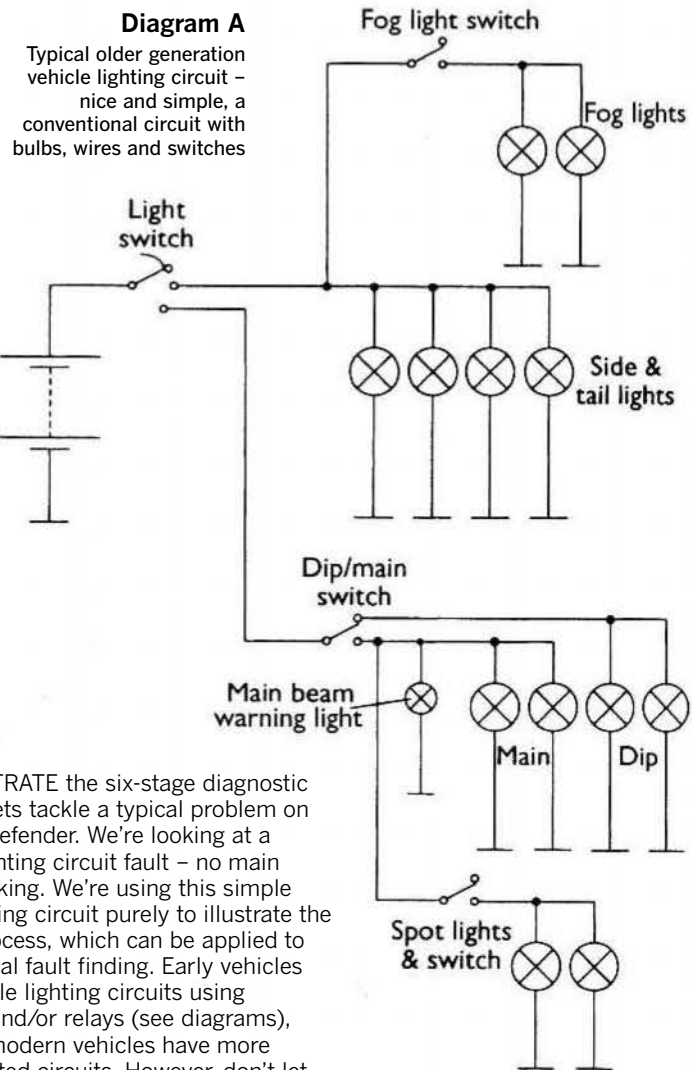
- 1. Verify:** Is there actually a problem, can you confirm the symptoms?
- 2. Collect:** Get further information about the problem, by observation and research.
- 3. Evaluate:** Stop and think about the evidence.
- 4. Test:** Carry out further tests in a logical sequence.
- 5. Rectify:** Fix the problem.
- 6. Check:** Make sure all systems now work correctly.

Using this process shifts the emphasis from luck to skill. It allows you to remain focussed, ensuring that you use your time effectively and efficiently. Always gather as much information as possible about the problem.

## WORK SAFELY

- Disconnect the battery when removing or refitting electrical components.
- Use a fused jumper lead when testing electrical installations.
- Always replace a blown fuse with one of the same rating.
- Avoid leaving tools around the top of the battery where shorts could occur.

## > DEFENDER CASE STUDY



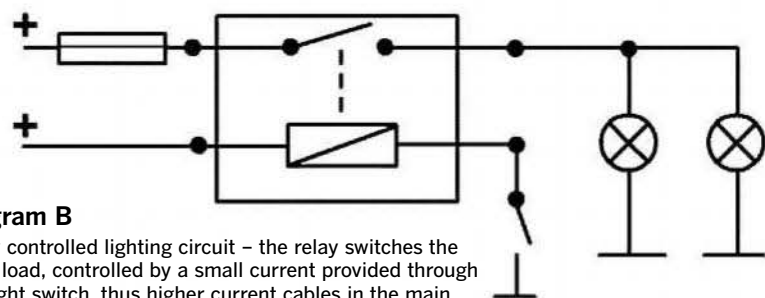
TO ILLUSTRATE the six-stage diagnostic process, let's tackle a typical problem on an early Defender. We're looking at a simple lighting circuit fault – no main beam working. We're using this simple early lighting circuit purely to illustrate the logical process, which can be applied to all electrical fault finding. Early vehicles have simple lighting circuits using switches and/or relays (see diagrams), whereas modern vehicles have more sophisticated circuits. However, don't let this put you off other vehicles because, in order for any light to work, or any other component, it must have a simple supply and earth connection. Here's how our logical approach works.

### Stage 1 – Verify

First of all, verify the problem. We're checking the function of all the lights on the vehicle to see if there are multiple or connected faults. In this case, there is no main beam with the lights on, but main beam flash is still working.

### Stage 2 – Collect

Consider further information that may help. For example, in this case, I am going to look for some peripheral data – things like, does the high beam warning light work? Does the switch feel to be operating correctly? Did the fault occur after any other work had been done? Was it intermittent to start with, or did it just happen suddenly? All these things can help you start to diagnose the fault, without even getting your multimeter out.



**Diagram B**

Relay controlled lighting circuit – the relay switches the main load, controlled by a small current provided through the light switch, thus higher current cables in the main lighting circuit can be shorter, with less voltage drop





**Left:** First, verify the fault with a full function checkover – in this case we went round the vehicle checking the function of all the lighting and signalling circuits. We found that there was just the one problem, and no other simultaneous faults

**Above:** Collecting additional information – digging a bit deeper, operating the switch, checking for more background information that may help in the diagnostic process

### Stage 3 – Evaluate

At this stage, reflect on the information that you have gathered so far. A key diagnostic skill is to concentrate on what you know, rather than what you don't. For example, if both main headlamps are not working, it is unlikely (not impossible though) to be the bulbs. Again, as it is only the main beam that is affected, we know the fault is restricted to that circuit. In particular, because the warning light is working, ask yourself what that tells you about the switch and other components? Obtaining a circuit diagram is always a big help.

### Stage 4 – Test

**TEST 1:** Based on what we know so far, I am going to check the headlamp dipswitch first. We know that the 12 volt feed to this point must be intact, as the dip beam function is working and, according to the wiring diagram, this feed comes from the light switch for both main and dip beam circuits.

**TEST 2:** We've already gathered some background information, and I am going to use it now. When checking the function of all the lighting circuits, we discovered the main beam flash is working. This gives us a head start, as it indicates the integrity of the wiring from the dipswitch to the main beam circuit. But I am going to double check this anyway. Using a test lamp, I am going to look for a feed on the blue-white wire. I know this is the main beam feed, based on the wiring diagram. The test lamp shows a 12 volt supply when flashing the headlamps, but not when main beam is selected.

We could also use a voltmeter instead of the test lamp – however, a voltage reading alone does not prove integrity of the supply. On circuits that are not

electronic, a test lamp is a better option as long as it places a reasonable load on the circuit. A homemade 21 watt bulb test lamp is my personal tool of choice. Another option would be a commercial test lamp or lead which is capable of loading the circuit.

**TEST 3:** I am pretty sure now that the switch is faulty, but I want to prove it. So I am going to bypass the switch to check the rest of the circuit. For this you'll need something to inject a supply to the circuit. The cheapest option is a fused jumper lead that you can make yourself. Another more sophisticated alternative is using a probe tool that is capable of providing a 0 volt (ground) or a 12 volt supply in order to test components. The latter is more

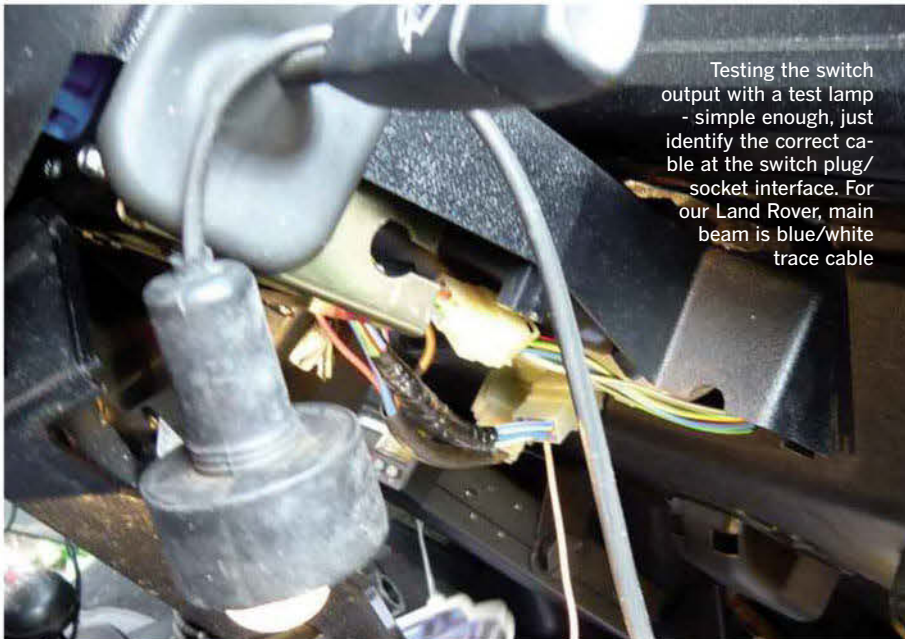
expensive, but generally a bit safer, as circuit protection is normally built in.

We can now re-evaluate the information, considering the results of the tests. As suspected, by bypassing the switch, all is in order, both main beam lamps work fine. At this point we can really narrow it down to the switch itself. Of course, I could just fit a new switch, but it's always worth examining the offending item to see if it can be repaired, and to see if the failure mode can be identified in case we can make some mods to prevent it happening again. For example, if switch failure is a common or known problem, then it may be worth modifying the circuit to incorporate a relay to prevent the possibility of another failure. These kind of upgrades are always worth considering,



Accessing the dip switch for testing – simple enough on the Land Rover, a few screws and the cowl around the switch can be removed





Testing the switch output with a test lamp - simple enough, just identify the correct cable at the switch plug/socket interface. For our Land Rover, main beam is blue/white trace cable

and are normally cheap to do.

### Stage 5 - Rectify

The fault in this scenario was rectified by simply fitting a new switch. Failure was due to normal wear and tear, nothing sinister, also nothing worth any further action or mods. Simply unplugging the old switch and replacing it with a new one was all that was required - we proved the circuit in full during our diagnostic tests.

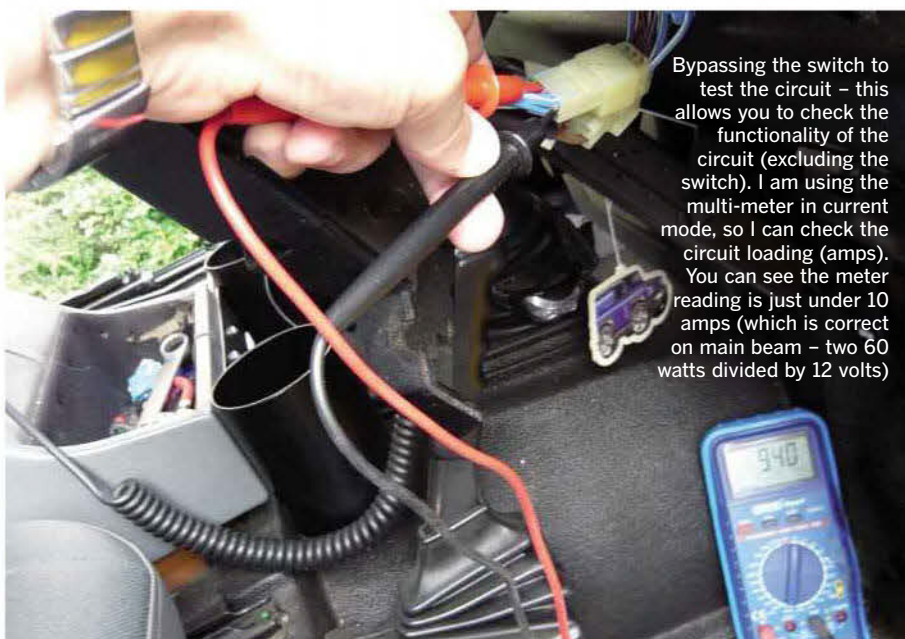
### Stage 6 - Check

With the new switch fitted, a full system check is carried out again before re-assembly of the removed panelling. It's important to make sure that the main beam lights now work correctly, and also to check all the other lights again. It is

always possible to dislodge something when carrying out tests or repairs. In this case, all the lighting systems checked out as working fine, so the vehicle can now be buttoned up.

## > A RESULT

It is often tempting to assume the worst when diagnosing faults - especially on circuits with electronic controllers such as ECUs and body control modules. But these are generally reliable, and the faults are in components that do the hard work, such as opening and closing contacts that control higher currents. Sometimes special equipment is needed to check sophisticated circuits, but we can still do plenty with a good multimeter.



Bypassing the switch to test the circuit - this allows you to check the functionality of the circuit (excluding the switch). I am using the multi-meter in current mode, so I can check the circuit loading (amps). You can see the meter reading is just under 10 amps (which is correct on main beam - two 60 watts divided by 12 volts)

## DAVE'S TIPS

- Always remember that wiring problems have three main causes - high resistances, open circuits, and shorts to ground - there are no other possibilities. Bearing this in mind should allow you to focus your testing to just cover these failure modes.
- Using a voltmeter to establish the presence of a supply voltage does not always prove the integrity of the supply - so it may be necessary to use a test lamp as well, in order to load the circuit and prove that there are no high resistances.
- When tracing wiring faults you will need to balance probability in order to optimise the diagnostic process. First of all, use the information you can gain upfront to help you decide where to start. Execute the easiest test first and make sure that you don't overlook the obvious, such as checking fuses.
- Voltages can be shown on the meter, but that does not prove the integrity of the supply.
- A test lamp can load a circuit, but should be used carefully in order not to damage sensitive electronic switching circuits that may be present.
- Digital volt meters display a ghost voltage when the leads are open circuit - this phenomena can be used to locate open circuits during wiring fault tracing (open circuit is an incomplete circuit).
- Modern vehicle circuits can be complex but remember to treat them like a train or underground map. To get a train (electricity) from one station to another, there must be a complete track (wire /circuit).
- Any component needs a supply and an earth/ground connection to make it work.
- When a relay clicks, it means it has clicked. It does not mean that the contacts have closed properly.
- Voltmeters connect across a circuit, ammeters connect in series (in the line) and ohmmeters should only be connected to isolated circuits or components.



**THANKS TO:**

James Holmes, Land Rover welding and fabrication expert near Coventry, tel: 07507 787864, for his help with this month's feature on arc welding. Kingsley Cars, based just off the A40 in Oxfordshire, have helped throughout this series. Check out <http://www.kingsleycars.co.uk/range-rover-welding-repairs.htm> or call 01865 884488

**PART 4**

{ARC WELDING}

# LEARNING TO WELD

*Arc welding has been surpassed by MIG, but this older, more basic technique has important benefits for Land Rover welding. Alisdair Cussick explains*

**ALISDAIR  
CUSICK**

■ Arc welder, protective clothing and mask, metal cutting and forming tools

**TIME****3  
HOURS****COST****FROM  
£80  
(ARC WELDER)****DIFFICULTY RATING****S**

o far, in our welding series, we've concentrated on MIG (Metal Inert Gas) welding. Of all the processes, MIG is the most user-friendly and is the quickest to learn on. This is because much of the work with a MIG welder is done automatically: the wire electrode is fed at a chosen rate, and the gas flows out to form the weld shield as you depress the torch button. The user has only to manipulate the torch in the correct position and at the correct speed to form the weld joint on the work area. The skill, of course, comes in having the experience to best set the machine, including wire speed and gas rate, and in balancing that with the weld job to suit the materials being welded.

**Arc Welding**

We're now looking at the other welding processes available, and noting the application differences, as well as the technical differences.

Metal Arc Welding, to give it the correct name, works on the same basic principle as MIG, in that a sacrificial electrode is held in the welding torch, and a gas shield is formed around the weld pool. The difference is that rather than the electrode being automatically fed on a wire spool as with MIG, arc welding uses a short replaceable length of rigid electrode which is held firmly in the torch. The electrode, often referred to as a welding rod, is coated with a dry flux material. As the current passes through the electrode to the workpiece (which is earthed) and ceases the spark, the electrode melts and the flux on it forms a shield. The flux is doing the job of the gas bottle on the MIG welding process.

The arc process lends itself to thicker metal, so you wouldn't typically use it on vehicle bodywork. Because you don't need bulky gas bottles, it's useful for hefty outdoor jobs, say, farm gates, pipework, or industrial applications, with thicker material, and perhaps exposure to windy work areas. Of the welding jobs on Land Rovers, it is most suited to



chassis welding, such as replacing an outrigger, rear crossmember or a half chassis on a Defender restoration. Importantly, the thin narrow welding rod allows access to weld in confined spaces where a MIG torch could not reach. Use it on thinner metal though, and you'll be very likely to just blow holes in the material – it's better to use the MIG kit on thinner stuff.

We've covered much in the way of panel and material preparation in previous features, plus the basic techniques of tack and seam welding. Those basic principles are similar for arc welding, so here we concentrate on the technical differences of the process.

We'll get to grips with the concept of arc welding by practicing with some scraps of metal on the bench, leading on to some trial weld runs. As with MIG, the noise from the welding process will form a useful guide as to how things are going. The sound of uneven fizzing will suggest you're leaving lots of spatter. Aim for a steady hiss – experience will mean you quickly tell by the sound how you're doing. The same protective equipment is needed, of course, though you should always ensure your visor and other kit is suitable for the arc process. Fabrication wizard James Holmes shows us how to start off with the arc kit, and what it involves.



**1** James' welding kit is a combined TIG/Arc machine, but any small hobby arc welder will do. James sets his to the arc setting.



**2** Arc welding rods should be kept sealed and dry. Damp rods will not burn the flux efficiently. If rods are damp, dry them in a warm oven.



**4** The rod packaging may give settings as guidance for different material thicknesses. Generally it's lower amps for thinner metal, higher amps for thicker.

## WORK SAFELY

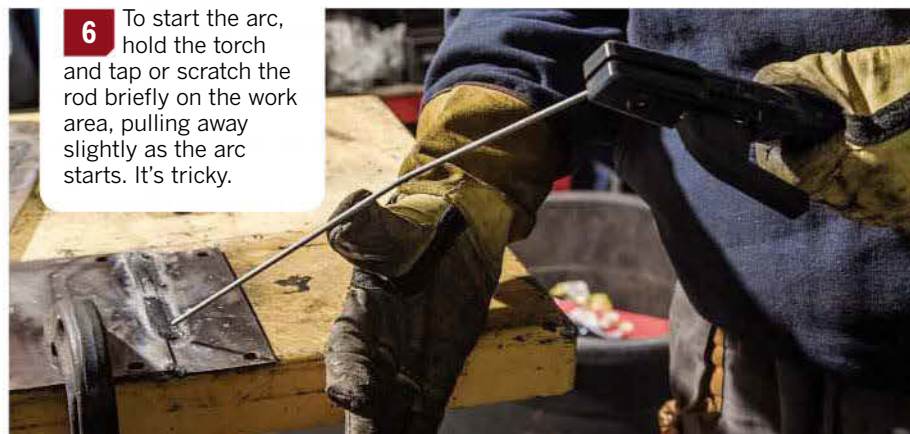
- Ensure you have a suitable welding helmet, welding gloves and safe clothing, plus good fume ventilation, fire extinguishing kit.
- The welding arc is harmful to eyes, so keep children and animals away from sight of the welding area.
- Check frequently for the possibility of sparks igniting inflammable materials.



**3** The rod fits in the clamp in the end of the torch. There's a few angle options, so find the best for you and the job.



**5** Feel free to bend the rod if you find it helps; clamp the test material to the bench, fit the earth clamp, and we're ready to have a go.



**6** To start the arc, hold the torch and tap or scratch the rod briefly on the work area, pulling away slightly as the arc starts. It's tricky.



**7** You might get only a puff of smoke, a tiny spark, and you've missed it. Or the rod might stick to the work. Simply try again.





**8** After a few taps the spark will get larger, and last a little longer, and you'll learn the moment to start a weld run off.



**9** With practice, you'll get the knack of striking the arc and starting the run. As with MIG, the sound of the weld will help you judge.



**10** Try running a short bead. James suggests using 5 mm thick steel offcuts, meaning plenty of material to make mistakes as you learn.



**11** You'll probably make all the typical mistakes, which is the point of practicing. Here, too many amps mean you blow lots of holes.



**12** Not enough amps means the rod struggles, will probably stick on the work area, and leave this so-called bird-poo welding.



**13** Basically, rather than struggle to form a weld pool, or blow holes, you're looking to make it penetrate, and sit nicely, like the example on the right.



**14** Because the electrode is fixed to the torch head, you need to manually feed into the work as it melts into the weld. Start high...



**15** ...and move the torch closer as the rod melts and shortens. Don't be surprised if you get through lots of rods with arc.



**16** Unlike MIG which leaves a clean finish, with arc the burnt flux forms a coating around the weld as the joint cools, called slag.



**17** This darker material needs to be chipped off using a slag hammer; a small pointed hammer. You may need to scrape a little off too.



**18** The slag should always be chipped off so you can inspect the weld underneath. Slag can hide bad welding.





### BAS Remaps for your IIDTool

BAS HQ is now able to offer performance remaps, EGR patching, speed limiters raised and more all for your IIDTool BT or IIDTool PRO. We also offer BAS Dealer tuning packages for customers who wish to apply tuning more than on a one off basis.

Remap files are received by the IID updater tool on your PC or MAC.

Tuning available for: Defender 2.4TDCi, Defender 2.2TDCi, Discovery 3 & Range Rover Sport 2.7L TDV6, Range Rover & Range Rover Sport 3.6L TDV8 as well as many more we are adding to the supported car list.

*Please Visit the BAS web site for more information and prices.*



### IIDTool Pro, Professional aftermarket diagnostic system

GAP Diagnostics are all Land Rover enthusiasts and have worked hard at building Products that provide the greatest benefit and function to the end user.

The brilliant innovative product has many advantages over other diagnostic systems including

- Ease of use – intuitive, function driven iOS and Android control menus.
- Portability / ruggedness – use anywhere without any additional equipment.
- Fits in the palm of your hand and weighs next to nothing.
- Speed – no setup and clearing a fault, for instance, takes only seconds.
- Comprehensive – perform all necessary functions from simple fault read/clear to car
- Configuration changes (CCF edit) to ECU re-flashing as well as much more.



### IIDTool BT, Single user aftermarket diagnostic system

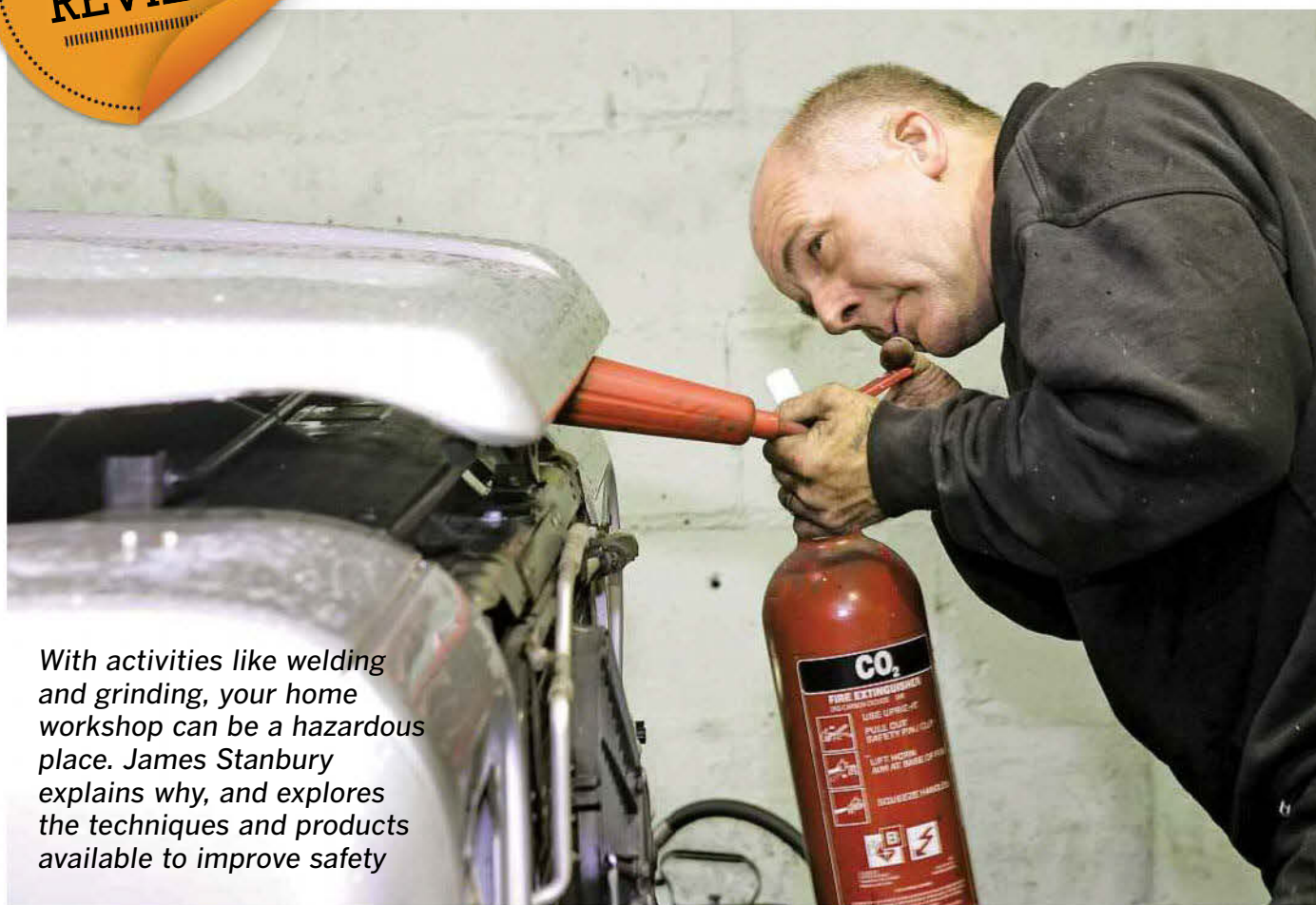
Supported vehicles for both Pro and BT Single user tools are;

Defender L316 2007 and up,  
Discovery 3/LR3 L319 2004-2009  
Discovery 4/LR4 L319 2010 and up  
Freelander 2/LR2 L359 2007-2015  
Range Rover L322 2002-2012  
Range Rover L405 2013 and up  
Range Rover Evoque L538 2011 and up  
Range Rover Sport L320 2005-2009  
Range Rover Sport L494 2014 and up

Alternate control options are available to complete advanced tasks such as the graphic display of live values (iOS / Android via Bluetooth) and for vehicles without appropriate switchgear or displays (USB Control via PC).

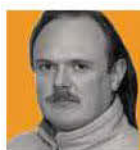






*With activities like welding and grinding, your home workshop can be a hazardous place. James Stanbury explains why, and explores the techniques and products available to improve safety*

## FIRE SAFETY KIT



**JAMES STANBURY**

**G**iven the kinds of crazy terrain a Land Rover will happily conquer, it may seem something of an exaggeration to suggest that one of the most dangerous activities you can do with your vehicle – or indeed any vehicle – is weld it. That is, until you look at the facts.

First of all, other than screenwash and coolant, every other fluid on a vehicle is a fire, or even explosion, risk to one degree or another. At the top end is super volatile petrol, then there's the brandy-like flammability of brake and clutch fluid, and even safer fluids like refrigerant, diesel, and oils will all self-ignite at temperatures way below those achieved during welding.

But these are the obvious risk factors that most of us take sensible steps to avoid. Rather more unexpected hazards are the chassis box sections that

somebody's filled with old fuel-laden oil, or such a thick layer of cavity wax that some of the propellant is still trapped inside. And what about that coating of underseal that flares up, as usual, but doesn't self-extinguish like you expected?

Then there's the biggest danger of the lot: fires caused by hot flying debris – either from the welding process itself, or the grinding prior to it. The most hazardous aspect of these debris fires is that they can smoulder for hours before really taking hold. And it's all too easy for this to happen after you've packed up for the day, meaning you won't know anything's amiss until it's too late.

What makes debris fires more of an issue though is that they won't necessarily originate from the vehicle. Whilst small balls of hot metal from welding will penetrate trim, setting the layer beneath smouldering gently, most of the surrounding workshop is similarly vulnerable.

While professional workshops tend to be free of clutter, the same cannot be said about domestic garages and workshops. Most of us, for instance, keep all of our

automotive chemicals, lubricants, and paints in them. And despite many of those products being flammable, and well within easy range of a stray spark, we still tend not to shift them out prior to heavy metalworking sessions.

Potentially more dangerous is the usual collection of innocuous garage fodder such as your bag of rags, that old off-cut of carpet or those wooden shelves you've taken down and put to one side. Just like trim in the vehicle, these are the items that stray sparks can ignite, yet they can smoulder away unnoticed for hours before finally flaring up when nobody's around.

Okay, you might think, this is all scare mongering. Every day, countless enthusiasts weld up vehicles at home, without any safety disasters at all. But whilst this is undoubtedly true, it doesn't mean the risks aren't there. And it certainly cannot harm anybody to be made aware of them.

What we also set out to do in this review is spotlight a range of products that can make prolonged welding sessions considerably safer for you, your Land Rover, and even your neighbours and nearest and dearest.



## FIRE EXTINGUISHERS



As good as home-grown fire fighting methods might be, it's prudent to invest in a proper fire extinguisher prior to planned welding sessions. With numerous different sizes and classifications available, all budgets and situations

are catered for.

With decent sized fire extinguishers costing around thirty quid (such as a 9 litre AFFF foam model from [www.fireprotectionshop.co.uk](http://www.fireprotectionshop.co.uk)), and most smaller models geared towards emergency in-vehicle usage rarely topping £20, it simply doesn't make sense not to have the proper piece of kit around prior to lengthy planned welding and cutting jobs.

As effective as DIY solutions like spray bottles and buckets of water or sand may be, the right type of extinguisher is a far better all rounder. The pressurised output combines the aim-ability of a spray bottle with the quenching output of a poured bucket – allowing rapid fire dampening, upwards or downwards, and usually from a safe distance. And if you select the right type of medium inside the extinguisher, you won't have to worry about live electrics being in the way, or whether the medium is safe for snuffing out the actual substances on fire.

Rather than concentrating on exactly what's inside, which could be anything from pressurised water to treated water, AFFF foam, or even carbon dioxide, make sure that any unit you buy is at least A and B rated. A classified products are able to cope with generalised fires, such as burning trim, wood, paper and plastics. The B means safe usage with burning fuels and oils too (except cooking oils, which demand an F rating). Many automotive models also cover classification C, which is for fires involving burning gasses such as propane or butane. Such models are, perhaps, more relevant for workshops than for vehicles. At present, there isn't a separate classification for safe usage with live electrical goods (sometimes units are marked as E rated, but this is not an official classification). Many extinguishers are safe in this respect, though, and that fact will be stated clearly on them.

Flamezorb, available from Fire Protection Shop, works better than sand at smothering flames, is easier to clear up, and can also be used for soaking up spillages. It costs £9.54 for a 2 kg bag



## BUCKETS, WATER AND SAND

AS EVERYBODY has a bucket, and access to water, there's really no excuse not to have a full bucket stashed nearby during any welding job. Inexpensive pressure type garden sprayers – the type you pump up first, rather than trigger sprays – are also well worth filling with water and keeping handy. Sometimes fires demand that water needs aiming upwards, which is easily achieved with a pressure sprayer, but damned near impossible with a bucket. The pressurised jet of water also allows some fires to be tackled, precisely, from a safer distance away.

Although water is good for dampening out smouldering bits of trim and stray bits of timber or cardboard in your workshop, it has limitations for fire fighting. Spraying it onto burning petrol or oils has a similar effect to trying to extinguish a chip pan fire with water. In short, don't do it! And, of course, water conducts electricity too, so be careful if the fire you want to put out is in the same

direction as your still plugged in Mig welder, grinder or lead lamp. Obviously it's best to unplug these devices first, or kill the power to the garage, but a fire's position may make this impossible.

Sand is another cheap and cheerful fire killing medium, and it has the benefit of being usable on fuel and oil fires as well as fires in proximity of live electrical appliances. However, sand is only effective if it's completely dry. If it's damp it'll tend to clump rather than spread easily. Also, water evaporating from wet sand, when it's placed on hot oil or fuel fires, has much the same derisory effect as water itself.

Large bags of kiln dried sand are available cheaply from most building centres – its main use is as a levelling medium under block paving – but be aware that, over time, it will become damp due to atmospheric exposure. Another drawback of sand is the obvious: the mess that has to be cleaned up when the fire's out.



Fire Blankets aren't just for kitchens! They come into their own when used on fires that could escalate into an explosion – meaning you want to be as far away from them as possible

## FIRE BLANKETS

FIRE BLANKETS are another inexpensive (typically between £7 and £20), but potentially very effective, way of fighting fires. But do you need one as well as an extinguisher? We'd say so. While extinguishers are a great way of fighting a fire before it takes hold, there are some fires where it's just not sensible to stand anywhere nearby – even if there's a good chance you can put it out. The obvious examples are fires within engine bays or close to fuel tanks, where seemingly trivial flickering flames can turn to a full-on explosion at any time.

In these instances, fire blankets come into their own. After deploying the blanket you can get out of the danger area immediately, leaving the blanket to deprive the fire of oxygen – eventually smothering it out.

Other advantages of blankets are that they don't create mess – unlike water, foam, or sand – and they can be used as personal protection. If the only way out is partially blocked by flames, wrapping a fire blanket around yourself is considerably less hazardous than negotiating the fire in normal clothes or overalls.

Always buy the largest blanket you can afford and remember they're a single-use only item. They need renewing after every application.



## AUTO EXTINGUISHERS

IN AN ideal world, all workshops would have a sprinkler system fitted so that slow smouldering fires would automatically be extinguished even if they took hold in the middle of the night. In reality, nobody's going to the trouble or expense of fitting a sprinkler network for a few days of welding.

However there is a practical, affordable, alternative: Auto Extinguishers. These look much like a normal fire extinguisher turned upside down. Instead of the usual trigger spray arrangement, though, they have a sprinkler type head, which springs into life when the ambient temperature immediately around them reaches 80 degrees C.

Unlike a full sprinkler network, each device can only treat a single area. But they are a useful fallback to position by a pile of wood, old carpet, engine bay, or even interior trim if you have any suspicions that it may be quietly smouldering away underneath.

Auto Extinguishers come in all the same classifications as conventional extinguishers, and prices start at around £30 for the 1Kg models.



## WIRELESS ALARMS

WHILST ANY smoke alarm would need to be de-activated during welding work itself, keeping one in the garage and refitting the battery once you've packed up for the day potentially gives you an early warning should an unknown smouldering fire suddenly take hold. But that's only if your workshop is close to your house, and you'd actually be able to hear its alarm from inside.

A rather better option is Aico's range of wireless alarms. Although considerably dearer than ordinary smoke alarms – the range starts with the optical smoke detecting Ei3105RF at £53.94 – these battery powered units boast a sophisticated radio transmitter and receiver. What that means is more than one of the same units all communicate with each other.

In other words, if you have one inside your home and another in the garage, both units will sound if either is activated – providing they are both within a suitable distance.

Also within the range is a manually activated panic button, which, again, triggers all units

within the system, plus a selection of increasingly sophisticated optical smoke, and heat, alarm units.

But what if you don't want to splash out over £100 for two smoke alarms? Well, many experienced welders make a point of always visiting a workshop an hour or so after finishing welding. Normally, at that point, any welding aromas and smoke will have dispersed, and it should be possible to smell any potential smouldering fires or notice otherwise unexplainable smoke.

**Aico's range of battery-powered radio-frequency linked alarms make it possible for a smouldering fire in your workshop to alert you in your house**



## PROTECTIVE GEAR

ANYBODY WHO'S ever welded a vehicle will have experienced the deeply unpleasant problem of a red hot ball of metal landing on clothing and burning its way through to their skin. It hurts and can easily cause infection, but what's less often realised is just how often this issue actually ignites clothing on the way down.

Now factor in that you'll probably be wearing overalls, which are never quick or easy to get off – especially in a hurry – and it's not hard to imagine how that stray ball of hot steel can cause severe burns if it sets your shirt or trousers alight.

Whilst having water or a fire extinguisher

nearby would certainly help, a rather better solution is to get proper weld-proof clothing in the first place. Aprons start at around twenty quid, and are adequate when you're working above the welding process. Weld-proof sleeves, used with an apron, boost protection further. But nothing beats a dedicated jacket for full protection, even if they can be a little heavy and warm in summer months. Typically, these are available for around forty quid.

Gloves should always be worn whilst welding, to protect against hot spatter as well as the intense ultra-violet emissions from the Arc, Mig and Tig processes.



Welding blankets are a great way of protecting yourself, your vehicle, and flammable objects from welding and grinding sparks

## WELDING BLANKETS

WELDING BLANKETS are a must-have for serious metal work, both for protecting your Land Rover, yourself, and reducing fire risks. Not to be confused with fire blankets, welding blankets are made from a super durable mix of materials that are able to stop ultra hot sparks – from welding or grinding – in their tracks.

They come into their own if you need to grind anywhere near glass as they'll prevent the hot metal hitting the glass, creating pock marking. But they're also perfect, whilst welding, for covering your garage's shelf of chemicals, its wood pile, or anything else that may be ignited by a stray spark.

Last but not least, they can also be used – quilt fashion – if you don't have any dedicated welding clothing, but find yourself underneath your Land Rover welding directly overhead.

www.thewelderswarehouse.com sells a 2x 1m welding blanket that boasts positioning eyelets, plus the ability to stop sparks up to 600 deg C. It costs £45.





Flashback arrestors are inexpensive, but could prevent a simple flashback obliterating you, your Land Rover, your workshop, and quite possibly you and your neighbours' houses



Another common gas welding injury is caused by igniting the torch with a standard throwaway lighter. Often the flame catches, immediately burns a hole in the plastic, and sets fire to the liquid fuel.

## GAS WELDING ESSENTIALS

MANY OF us still prefer oxy-acetylene welding, but this type of kit can pose serious hazards to you, your vehicle, your property, and even your family and neighbours. And we can sum up the reason in one word: flashbacks.

Now anybody who's ever welded with gas will have experienced a small flashback, where the welding front burns back into the nozzle. But torches are designed for this and, 99 per cent of the time, the burnback is arrested within the torch and the burning gasses are extinguished.

But under certain conditions – such as if the torch is old and worn, severely over heated, or the gas mix is set poorly – it is possible for the flame front to burn right back into the bottles, with extremely

explosive results. Often with the potential to demolish buildings in the immediate vicinity.

Fortunately, for many years now, gas welding kits have been supplied with flashback arrestors, which prevent a flame front travelling through a gas hose getting into the bottle.

But the real danger is anybody using an old hand-me-down kit. Not only is it unlikely to have flashback arrestors fitted, there's probably a good chance the torch will have seen better days, too. This will only increase the chance of a serious flashback in the first place.

In short, never take the risk. If your gas setup hasn't got arrestors fitted, they only cost £17 each and you'll only need two – one for each bottle.

A bottle trolley keeps even large gas cylinders mobile. So they can be removed, for safety reasons, whilst welding takes place inside the workshop. They also make it easier to transport your welding kit



## WHERE TO BUY?

All products mentioned are available from the following companies:

**The Welders' Warehouse –**

[www.thewelderswarehouse.com](http://www.thewelderswarehouse.com), 01908 699802

**Fire Protection Shop –** [www.fireprotectionshop.co.uk](http://www.fireprotectionshop.co.uk), 0800 316 1469

**BES –** [www.bes.co.uk](http://www.bes.co.uk), 0800 801090



## DEDICATED FIRST AID KIT

WHILST IT always makes sense to keep a first aid kit in any garage, consider a burns-specific version if you know you've got several days or weeks of welding/fabrication work coming up. Rather than the usual array of slings and support bandages, dedicated kits tend to focus on Burn Stop dressings and sachets. These are water gel based and offer the user considerably more cooling relief than standard dressings, as well as greatly reducing infection risks and long-term complications at the burn site.

Evolution do a range of burns kits, starting at £15.54. All are available from [www.fireprotectionshop.co.uk](http://www.fireprotectionshop.co.uk)

## BOTTLE TROLLEY

APART FROM the Arc and Gasless Mig processes, neither of which are especially desirable for automotive welding, all other forms of welding equipment utilise gas bottles. And whilst some Mig users stick with small disposable types, they soon prove to be a false economy for anything other than the occasional tack – meaning many Mig machines are hooked up to large industrial bottles, too.

Once again though, bottles can be extremely hazardous if kept in the workshop. Whilst gasses used with both the Mig and Tig processes are inert – very much unlike oxy-acetylene – the bottles themselves are still big pressure vessels that could reach an explosive pressure in a severe fire.

Ideally, bottles should be kept outside, so that they're not at risk if the workshop does succumb to fire. But it's not exactly good for regulators, or other hardware fitted to the bottles, to be constantly exposed to the elements.

Often the most practical solution is to invest in decent length hoses and a decent bottle trolley. With this setup, even heavy industrial-sized bottles can be moved outside easily whilst welding takes place. And it's also practical if you need to move all your welding kit to another vehicle further down the drive.

Trolleys rated for one or two industrial-sized cylinders are available from [www.thewelderswarehouse.com](http://www.thewelderswarehouse.com) for £69.

Another alternative for storing bottles safely is to put them in an adjacent building, such as a shed. These brilliant couplings, from BES, cost around six quid and make it a doddle to temporarily run long hoses from one place to another





# Help protect your beloved Land Rover...

*Between 1st January 2015 & 30th September 2015 over 1,250 Land Rovers were stolen - only 33% were recovered\*. Help to ensure your Land Rover doesn't join this grim statistical list.*

\*Figures from UK Auto Crime Indicator

## Security Marking Kit

The International Security Register (ISR) system has proved successful in deterring and detecting theft and fraud for over 30 years. It works on the principle that if a vehicle's windows and parts are marked using robust techniques and details are recorded on a secure database - supported by a 24/7 verification service - criminals stealing the vehicle will run a real risk of being caught and prosecuted.

Each mark applied to a vehicle will contain a unique 8-digit code, the ISR logo and [www.isrcodecheck.com](http://www.isrcodecheck.com)

## DA8533

### Pack Components

Full instructions on marking and registering a Land Rover are in the security marking kit.

### Glass Marking

8 vinyl stencils, fluid and brush for marking windows  
2 warning decals

### Parts Marking

2 sets of 6 UV self-etch labels for application to painted metal body panels  
2 sets of 7 ultra-destruct labels with UV fluid and applicator for identifying plastic parts

### Protection for Keys and Luggage

A set of three Britpart branded security tags for increasing the chance of items that are so often mislaid, being returned to the owner.

### Contact Card

A Britpart branded ISR customer contact card



## Registration of Vehicle and Owner Data on the ISR

The vehicle owner - or the dealer - would complete the registration process online via the Britpart registration page at [www.TheISR.org](http://www.TheISR.org) then select "All Vehicles" then "Vehicles" followed by "Britpart Registration Form" entering the unique code together with the vehicle make, model, colour, VIN and VRM together with the owners name and contact details. If an email address is supplied, an automated acknowledgement of registration would be sent. The code for the security tags would be automatically recorded.

## How Does The System Benefit Vehicle Owners?

1. By reducing the risk of their vehicles being stolen or cloned - windows and/or parts marking supported by secure registration on the International Security register and 24/7 verification service is the first line of defence.
2. Increasing the chance of stolen vehicles being recovered - the last line of defence.
3. Making it far more likely that mislaid security tagged items will be returned to them.

## Accreditations, Certifications and Associations

Retainagroup and their systems are certified and supported by Thatcham, BRE (Building Research Establishment), BSI, ACPO (CPI) Secured by Design (Association of Chief Police Officers), SMMT (Society of Motor Manufacturers and Traders), BSIA (British Security Industry Association). The Company is a member of the SMMT (Society of Motor Manufacturers and Traders).

## Police National Computer

As a receiver and provider of data from the Police National Computer, data security and management is of paramount importance. This coupled with the requirements to hold vehicle and owner data ensures that the highest level of data and system integrity is maintained by the ISR.

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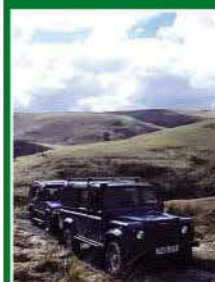
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1969, Series IIA Safari SWB, 200Tdi, 100,000 miles, with replacement Richard's chassis, many new parts, parabolic springs, props, brakes, clutch, rear tyres, front and rear ball hitch, rear seats, military door tops, 200Tdi engine which was from fully serviced 110,000 mile Discovery, new belt and tensioner fitted, many other parts genuine, Smith's heater, MoT Oct 2015, tax free forever, £4200.

For more info call Louis 07979 000968 or Paula 07584 090251 (Lyndhurst)



### SERIES IIA SAFARI LWB109

1969, Series IIA 109 Safari, 2.5 diesel, with replacement Richard's galvanised chassis, this is a unfinished project, new parabolic springs, props, lights, wheel bearings, clutch, copper brake pipes, full wiring loom, rebuilt bulkhead, foot wells, pillars, bottom mounts, replacement 2.5 diesel engine believed to only completed 48,000 miles from new, new IIA exhaust fitted, fuel tank blasted and wrapped with fibreglass, much more, £4200.

For more info call Louis 07979 000968 or Paula 07584 090251 (Lyndhurst)



### CLASSIC RANGE ROVER

3.9 V8 EFI Range Rover, automatic, 140,000 miles, 12 month MoT, in full mechanical working order, interior needs some TLC, roof lining fallen away and the seats have wear and tear, body work is in good order and solid,

all brake pipes where replaced for the MoT, rear diff has been replaced as has the viscous coupling, the vehicle is in a serviceable and usable condition but is an ongoing project, would benefit from a true enthusiast with the time to spare, please don't forget this is a 22-year-old vehicle, not in showroom condition, vehicle comes with private plate B12 JAP worth around £700, please ring to arrange viewing or to ask questions, £3500.

07890 671230 (Loughborough)

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### DEFENDER 110

1985, Defender 110, ex-MoD, running with a 200Tdi Discovery engine and Discovery transfer box making for a very useable Land Rover, 60,000 miles, hard top panels in the rear for keeping valuables and tools secure, it has its original full headlining, correct sliding door tops, lift up handles, I fitted a tailboard to the back and cut the door in half to make stable door in effect, I do still have the bench seats and the original window station wagon panels for the rear should you want to return to the original spec, inside seatbox, etc., is painted Limestone, tyres are ok, chassis is good, rear crossmember has a few small holes nothing disastrous, nearside rear quarter is a bit creased but okay, MoT due December 05, 2015, rear axle needs pinion seal or the breather is blocked, had cam belt a couple of years back, I've owned her for eight years and it's a cracking truck, give me a call if you are interested, £4500. 07732 427325 (Faversham)



### SERIES I STATION WAGON

1957, Series I 107, Station Wagon LWB, totally original condition, 100,000 miles, the engine is a non-runner, seats and roof lining are worn and ripped or split, the aluminium bodywork is fair, underneath chassis will require some work, surface rust and minor cosmetic damage, this is a barn find, there is not much paperwork and very little information regarding history of this vehicle, £3000. 07448 101424



### DEFENDER 110 TD5

1999, Defender 110 Td5 hard top, 150,000 miles, new clutch and dual mass flywheel, new turbo, front winch bumper with Warn 9000lb electric winch, heavy duty springs and dampers, axle and gear box breathers, Mantec snorkel, plyboard in rear, 2x rotary roof vents, steel wheels with Cooper Discoverer STT 265/75 x5, oil and filters changed every 6000 miles, paperwork to show past MoTs and maintenance, one year's MoT, £4650. 07745 394162 (Pulborough)



### RARE SERIES III

1982, rare Series III Hi-Cap, petrol, in original condition, 55,000 miles, MoT, has usual marks and dents for year, it does have some service, this is one of 17 left so is rare, £4500 offers. 07544 889163 (Brackley)



### DISCOVERY 2

2002, Discovery 2 GS Td5, very good condition, clean in and out, 89,820 miles, part service history, MoT until March 20016, three previous owners, was well looked after, Waxoyl treatment on chassis, good tyres all round, new battery, £4200.

01514 240031 (Widnes)



### SERIES III STATION WAGON

1982, Series III Station Wagon, 88in, 2 1/4L petrol, blue/cream, 80,660 miles, had MoT in February with no advisories and only done 150 miles since then, Marshall Venture MT tyres in excellent condition, bodywork in smart condition for age, clean interior with carpeted roof, front and rear towing hitches, rear work lamp, new rear cross member and 1/4 chassis, repairs to windscreen pillars, foot wells and chassis, new washer pump and wiper blades, new



battery, new fuel tank and alternator  
December 2013, £3250  
07867 527449 (Pulborough)

**£5000 - £9999**



#### RANGE ROVER L322

2004, Range Rover, 4.4 V8 petrol, 117,019 miles, selling on behalf of an elderly friend, good overall condition with a few age related marks, and a damaged f/o/s indicator lens with some scratch marks on bumper, all the usual luxury refinements you would expect, including DVD player and screen in rear of the vehicle, sat navigation, air conditioning, full cream leather interior, never had a tow bar fitted, all systems work as should do, two owners from new, came from Strathstone of Mayfair and was used as a chauffeur-driven vehicle, any viewing welcome with prior arrangement, pulls very well with no problems, £5750.  
07890 671230 (Loughborough)



#### DEFENDER COUNTY SW TDI

1999, Defender County SW Tdi, fair to good condition, six owners, MoT until May 2016, 221,300 miles, steering gear guard, front and rear differential guards, four side facing rear seats, 50 mm tow bar, side steps, dog guard, CB radio, recent work includes: new rear half cross-member, exhaust system, new battery (2014), regularly serviced, until recently used regularly, other accessories available, £6350.  
07521 798896 (Guildford)



#### DEFENDER 90 Td5

2005, Defender 90 Td5, hard top, 78,500 miles, very tidy, well kept and in good condition, full service history, MoT until March 2016, fitted black boost alloy wheels on general grabber tyres, new stereo/MP3 system, £8995.  
07495 605955 (Holme-on-Spalding-Moor)

#### DEFENDER 90

1993, Defender 90, 2.5 200Tdi, only

two previous owners, first being Derbyshire Fire Service for 10 years, previously red and re-sprayed black in 2014, in great condition, has been taken for an '06 plate on several occasions due to the reg lettering and its fantastic condition, 103,000 miles, low mileage for its age, hasn't been abused off-road, includes four all-terrain tyres, rock sliders, chrome A-bar with chequer plate, wing tops and passenger side snorkel along with four rear (folding) seats, power steering, includes tow bar (not fitted at present) and rear door steps, every MoT test certificate since 1993 provided, current MoT until late November 2015, viewing can be arranged by email mpk32@hotmail.com or phone, questions also welcome, no time wasters please, only genuine interest at the stated price, £7290.  
07814 168589 (Oldham)



#### EX-MILITARY AMBULANCE

Rare opportunity to purchase a former military ambulance that has been converted to a camper / overland expedition vehicle, built in 1988, it was demobbed in 2000 at 32k, it now has 55,800 miles, MoT until end of August 2016, includes Isuzu 3.1 turbodiesel conversion, masses of other new parts, chassis in very good condition, good matched 235/85/16 BF Goodrich all terrains on heavy duty 1 ton wheels, converted to camper in 2000, ceiling is raised in the camper part to at least six foot, 240v or gas-fired Belling, Malaga 9-litre water heater and large Whale 12v electric water/shower pump, shower and flushing cassette toilet, Omnistor side wind out sun awning, aluminium roof rack with adapted ladder or access from aluminium chequer plate bonnet and wings, brush painted (as it has been all its life) in Tektaloid Sapphire Blue in 2015, £9500.  
07921 219057



#### DEFENDER 110 Td5

1999, Defender 110, High Cab pick-up, Td5, good all round, no welding, high ratio box, genuine reason for sale, £5850.  
07773 171348 (Barrrowford)

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## MILITARY 110

1988, Military Defender 110, Snatch copy, 2.5 recent recon engine, MoT, no welding or rust, very strong, complete with heavy duty Sankey trailer p/x 101 Ambulance, £8995.  
07976 688943 (Bude)



## DEFENDER 90 TD5 COUNTY

2003, Defender 90 Td5 County, no dents or scratches on the bodywork, 104,000, MoT until January 2016, chassis, bulkhead and rear cross member in good condition, electric windows and central locking, full tow kit, cubby box, interior immaculate, new load liner mat not long ago, side steps, dog guard and CD player, please no time wasters, £9995.  
(07519 911196)



## DEFENDER 110 DOUBLE CAB

2006, 56 registered, 110 double cab pick-up in Keswick Green, one owner, 114,000 miles, MoT November, tow ball fitted, canvas tilt, the front seats are starting to get a bit tired and the foot well rubber is worn, this is a standard vehicle so it has not been messed around with and has always been maintained and drives well, perfect vehicle for work fun and family, £9000.  
07736 061334 (York)



## DEFENDER 90

1987, Land Rover 90, fantastic chassis with no signs of rot at all, I have recently had all of the seals changed on the transmission along with a new rear prop and output flange, a 200Tdi engine has been fitted to give it some extra grunt and it drives very well, bonnet, wings and inside the rear has been chequer plated and the sides have

been carpeted to reduce noise, the car has been resprayed but it has not taken very well on the doors causing slight bubbling in the paintwork, this is the only issue the car has, the car turns heads wherever it goes and many people think that the number plate is a private one as they can't believe it's that old, please contact for a full list of changes and additions, 40,000 miles, if you would like the LED headlights with the car it would be an extra £300, otherwise I have halogen headlights I will fit prior to selling, £8700.  
07702 219937 (Welwyn Garden City)



## DISCOVERY 3 XS

2007, Discovery 3 XS MWB, private sale, no vat, 4x4 commercial light goods vehicle, factory fitted two seater in good condition, MoT due January 2016, works carried out this year: new timing belts, new front wheel bearing, new tie rod end, and both EGR valves replaced, service history, 140,000 miles, only two owners, £8450.  
07729 756043 (Harlow)

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## SERIES III HARD TOP

1982, Series III SWB, hard top, fully rebuilt and upgraded, 2.5 Tdi installed, new chassis, rewired, upgraded inertia, lots of extras, too much to list in advert, please contact for any questions, £6000. 07732 107820 (Didcot)



## DEFENDER 90 300Tdi

1998, Defender 90, 300Tdi, 112,000 miles, immaculate condition, alloy wheels, tax and MoT, £8000.  
07547 052555 (Enfield)



## DEFENDER 6X4

Defender 6x4, built on 150" galvanised chassis, 200Tdi engine, pto winch and hydraulic tipping rear body, used as a work vehicle by a tree surgeon, built in 2003 and re-registered in 2008 on a Q plate, 12 months MoT, £7500 or offers.  
01536 394134 (Corby)



## DEFENDER 110 TD5 MILITARY

2001, Defender 110 Td5, hard top, military spec, only 61,000 miles, rare model, no vat, good condition for the year, five-speed, Ministry of Defence specification Defender 110 by Land Rover specialist vehicle, alloy wheels, good tyres, regularly serviced by MoD, high visibility with four rear side windows, the MoD have a few green fleet Td5 models so this is a rare collectors item, usual extras, viewing essential, part exchange welcome, for further information call, £7995.  
07415 001001 (Chesham)



## DEFENDER 127 AMBULANCE

1989, ex-RAF crash rescue Defender 127, V8 petrol with twin carbs, only 3 owners, firstly MoD then onto I Jackson and Co for conversion then onto the ambulance charity that have now decided to de-fleet the vehicle, well maintained although due to the nature of the owners involved, there is no proof of history, just had new rear shoes and cylinders for the MoT which passed 23/07/15, starts and drives beautifully with a lovely roar from the V8, working fuel fired heater in the rear, some TLC will see this machine back on top form, the price reflects the need for time and effort required, all the paperwork is in order for the vehicle so export is not a problem, £9250  
07810 634161 (Epsom)

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## SERIES IIA 88

1969, Series IIA 88in working order, 36,800 miles, only two owners, little use in summer and garaged in the winter, soft top, petrol, can be delivered to Portsmouth or Poole, £5000.  
07713 881119 (Jersey)

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## DISCOVERY 3

2006, Discovery 3, seven-seater, 67,000 miles, excellent condition, electric mirrors, electric windows, CD player, climate control, two electronic keys, full service history, this car has just had £5k spent on it and is in excellent running order, priced to sell, due to emigrating, £8995.  
07581 495590 (Twickenham)

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## DEFENDER COUNTY 300Tdi

1996, P reg, Defender County 90 300Tdi, 80,000 miles, FSH, every old MoT, the owner was 88 years and had it for last seven years, two sets of keys, original wallet/manuals, stainless A-bar, side steps, boost alloy wheels, superb chassis with no repairs, only been used as car in his ownership, stunning original paintwork this is just an original 90 Tdi which hard to find like this, drives superb with no whines/clunks or smoke, must be seen to be appreciated, £9999.  
07831 582211 (Brighton)





#### DEFENDER 110

1995, Defender 110, 197,000 miles, 12 months MoT, large history file, three former owners, some light scratches and age related marks, lots of work done, new part rear chassis and cross member, Waxoyled, high back rear seats, all fluids changed at correct intervals, rust-free bulk head, £6350. 01295 770653 / 07437 572526 (Southam)



#### DEFENDER 90 TDI

1994, Defender SWB, good condition reliable, 92,000 miles, BFG Goodrich tyres, new alloys, rock sliders, adjustable tow bar, mud flaps, snorkel, spare wheel bar to rear door, regularly serviced, £7250. 07821 024940 (Douglas)



#### DEFENDER 90 200TDI

1993, Defender 90 200TDI, 116,000 miles, new galvanised chassis, both footwells and door pillars replaced, disc brakes all round, brand new 2in lift kit, 4x new BF Goodrich All Terrains on KN Black Predator alloys, new power steering box, new starter motor, Le Salle Trim full headlining, MoT until August 2016, £10,000 spent over 5 years, £7500. 07796 349996 (Lancaster)



#### DEFENDER 90 TD5

2005, Defender 90 hard top Td5, very tidy land rover for sale, well kept and in good condition, 78,500 miles, full service history, MoT March 2016, black boost alloys, new stereo/mp3 system, £8995. 07495 605955 (Holme-on-Spalding Moor)



#### FREELANDER 2 HSE

Freelander 2 HSE, automatic, 59 reg, full main dealer service history, MoT Sept 2016, two previous owners, 96,000 miles, this is the HSE with all the extras, leather, air con, front and rear parking aids, removable tow hitch, Bluetooth on the cd/radio, interior good, but some marks on rear headrests and repair to front of rear seat base, but only obvious if you look hard, drives very well, priced low to sell. 07971 782626 (Worthing)

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#### DEFENDER 90 200TDI

1993, Defender 90 2.5 200TDI, only two previous owners, first being Derbyshire Fire Service for 10 years, previously

red recently re-sprayed black in 2014, in great condition, has been taken for a 06 plate on several occasions due to the plate lettering and also due to its fantastic condition, 102, 943 miles, low mileage for its age and hasn't been abused off road, it's a genuine 1993 in excellent condition, includes four all-terrain tyres, rock sliders, chrome A-bar with chequer plate wing tops and passenger side snorkel along with four rear (folding) seats with power steering, recent works completed: recently had mid box and rear exhaust changed February 2015 along with a new intercooler, fuel pump also retuned at the same time, timing belt was replaced at 97,200 miles, new DAB remote control radio with USB connection included, other internal and external features such as indicator lights, light grilles, seat handles also recently replaced, rear cabin recently sound-proofed and carpets fitted to the wing tops, new rear brake shoe set and front rear brake pipe along with associated fluid changes undertaken in October 2013, all features are original and in great condition, includes tow bar (not fitted at present) and rear door steps, every MoT test certificate since 1993 provided, current MoT until late November 2015, overall it's in great condition, viewing can be arranged by email mpk32@hotmail.com or phone, questions welcome, no time wasters please only genuine interest, £7290. 07814 168589 (Stockport)

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## DEFENDER 90 COUNTY

1999, Defender 90 County SW 300Tdi, fairly good condition, six owners, MoT May 16, 221,300 miles, steering gear guard, front and rear differential guards, 4x side facing rear seats, 50 mm tow bar, side steps, dog guard, CB radio, recent work includes: new rear half cross-member, exhaust system, new battery 2014, regularly serviced, until recently used regularly, other accessories available, £6350. 07521 798896 (Guildford)

**OVER £10,000**



## DEFENDER 110 COUNTY

2005, Defender 110 County Station Wagon, 2.5 Td5, nine seats, 104k, Alveston Red Metallic, LR Independent Specialist Service History, two previous owners, just serviced, 12 months MoT (no advisories), excellent condition, LR A Bar and LR Spots, side steps, ball and pin tow bar and rear step, 16" LR Boost alloys in graphite grey, BF Goodrich 285/75/R16 M/T KM2 Tyres, all with good tread (spare unused), Sports steering wheel, Parrot bluetooth car kit, sale includes the following new parts that I have not had time to fit: pair of BB Classics bucket seats in red/black cross stitch and runners, roof light bar (all still in original packaging), only selling as I will soon be taking delivery of a new Defender and I can't keep both, £14,995 ono. 07737 621692 (Biggleswade)



## DEFENDER XS TDCI

2012, Defender XS Tdci, 2.4, estate, seven seats all leather trim, one owner from new, dark blue, 28,000 miles, excellent condition, full service history, traction control, heated screens, heated seats, air con, electric windows, £24,500. 07795 347255 (Penrith)



## DEFENDER 130 TDCI

2010, Defender 130, 2.4 Tdci, double cab, Tamar Blue, 39,400 miles, five-seater, full length Patriot aluminium roof rack and canvas tilt with roll up sides, full Land Rover dealer service history and new MoT, undersealed when purchased and in very good condition, quality canvas seat covers for all five seats, Mota Lita steering wheel, black modular wheels with BFG All Terrains (or original LR wheels), £19,000. 07506 036670 (Tenby)



## DEFENDER 110 XS STATION WAGON

2008 2.4 TDCi, 7 Seats, A/C, C/L, E/W, Santorini Black, Black 1/2 leather, Boost Alloys, Side steps, Carpets thru out

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## RANGE ROVER LIGHT HYBRID

1972, this vehicle has a 200Tdi engine, R380 defender gearbox, Series 2 109in body shortened to match, 100" wheelbase, full respray in 2 pak Bronze Green, full ground-up restoration completed Dec 2014, including all mechanicals, front and back axle refurb, new suspension, all interior done to a high standard, Techno Defender seats, runs and drives superb, five new Michelin 750 tyres, in excellent condition inside and out, vehicle originally modified for trailing in the '80s so log book states Range Rover Light 4x4, MoT, £13,750. 07791 461223 (Newark-on-Trent)



## FREELANDER TD4 COMMERCIAL VAN

2005, Freelander Td4 commercial van, with full dog guards in rear, steel wheels, very good condition, genuine 27,000 low miles, lady owner, no heavy usage, MoT June 2016, reluctant sale due to new baby, £5000. 07854 506739 (Stroud)

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#### DEFENDER 110 COUNTY HARDTOP

2003, Defender 110 Td5 County hard top, good condition, full history, all electric, cruise control, JE upgrade stg 1, tow gear, side bars, diff, steering protection, Cooper Max discovery armour tech tyres, Rhino three quarter roof rack, raised air intake, used for camping, 68,000 miles, MoT June 2016, taxed, £11,995.  
07816 113977 (Blackpool)



#### RANGE ROVER SPORT

2007, Range Rover Sport, 2.7 V6, automatic diesel, 62,000 miles, full service history, last serviced August 2015, MoT July 2016, good condition, two owners including myself, £13,800.  
07976 931110 (Bedford)



#### DEFENDER 110 DOUBLE CAB

2005, 05 plate, Defender 110 Double Cab, 2.5 Tdi pick-up, Gamekeeper four-door, no vat, Coniston Green, with contrasting grey and black trim, for Williams canopy, colour-coded, 114,000 miles, one previous owner used on a country estate, 12 months MoT, maintained to the highest standard, fully Waxoyled throughout, black powder-coated wheels with new tyres and chequered plate sill trim, tow bar, electrics, CD and radio with uprated speakers, Power Assisted Steering, five-speed close and high ratio gearbox, great off-road and in snow, pulls like a train, we have carried nine people no problem across fields, it has a few light scars and scratches which is usual for a vehicle of this nature, it will be hard to find one in this great working order and condition for year, will be sad to see it go, only done few thousand miles a year with us, it has been a pleasure owning it for the last four years, part exchange considered van, car or motorcycle, call Ian for more info, £10,950.  
07985 395337 (Lanchester)



#### DEFENDER 90 TD5

53 plate, Defender 90 Td5 90, remap stage 1, 115,000 miles, excellent condition and runs perfectly, serviced religiously and always looked after to the greatest degree, full service history, MoT carried out in October, two previous owners, loads of extras including de-cat downpipe, EGR blanking plate, fully lined with Dynamat, new performance brakes (within 5000 miles), full service completed this year at 100,000, brand new drivers' side swivel housing assembly, Terra Firma heavy duty standard lift suspension, Bearmach rear 110 springs (because I have a roof tent fitted), snorkel, ECU moved to centre of front seats, Sawtooth Alloys, BFG AT 265/75 R16 tyres, roof and wheel arches painted Santori Black, Terra Firma exterior coil return to centre steering damper, heavy duty tracking rod and drag link fitted less than 500 miles ago, standard interior lining, records kept and available, runs brilliantly, £11,750 ovno.  
07921 096978 (Salisbury)



#### DEFENDER 110 XS

2006, Defender 110 CWS special vehicle XS Td5, nine-seater, in excellent condition throughout, 74,500 miles, half leather seats, electric front windows, remote central locking, privacy glass, tow pack, alloy wheels, air conditioning, ABS, FSH, Soft A bar with spot lights, steering guard, chequer plate, alarm, all factory fitted, a very good Defender, £15,500.  
07813 464587 (Eastbourne)



#### OVERLAND DISCOVERY 3

2008, Overland prepared Discovery 3 SE, 77,000 miles, MoT until June 2016, cam belt and high pressure fuel pump belts have been changed, vehicle is sold without the roof tent or fridge - these can be purchased separately if required, twin battery system by National Luna, concealed Warn winch, Safari snorkel, A-Bar with driving lights, rear wheel carrier, 88 litre additional fuel tank, on-board water system, additional power sockets front and rear, full underbody protection, Koni FSD dampers, adjustable load configuration can be installed or removed in half a day, Foxwing awning and front runner, full length roof rack included, all roof rail fixings on the car have been reinforced, Cooper tyres 245/70/R17 on Maxtrax alloys, also set of Vredestein Sessanta road tyres 255/55/R19 on Land Rover alloy rims, full details and more photographs can be found at: <http://meliscataudio.co.uk>, £19,995.  
07921 575905 (Macclesfield)

### FOR SALE

#### LAND ROVER 90/110 PARTS

New Rover parts, no major assemblies, too much to list, approx £500 worth, now £225, will sell parts separately.  
07858 784713 (Sydenham)

#### TENTIPI WITH LOG BURNER

Suit family, bought in April, used eight times, vgc, swap for Maggiolina roof tent plus cash, or sell £2200 ovno; Ifo Williams Tipper 2 ton £2500; alloy boxes for Overlanders, £offers.  
07931 857604 (Rochester)

#### ROOF BARS

Heavy duty Thule roof bars (two), lockable, complete with locks and keys, suitable for all Series model hardtops, Defenders, Range Rover Classic, £75.  
01344 427673 (Bracknell)



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## LUXURY AT A PRICE

Prices of the L322 third-generation Range Rover are falling fast. But can you afford to run one?

*Story: Dave Phillips*

BACK IN 2003, a well-specced new V8 petrol Range Rover would have set you back over £60,000. At that time you could have bought three new Td5 Defenders for that much money.

What a very different story today. That same Range Rover is probably worth £4000 or less. You'd need two of them to match the value of a decent 2003 Defender. How times change...

The trouble with the L322 Range Rover is that it's, well, a Range Rover. The sort of people who can afford to buy a new Range Rover buy exactly that – a new one. They certainly don't buy an obsolete model – and the L322 was replaced by the L405 in 2012.

As soon as the L405 was launched, prices of L322s started to tumble fast. Very soon they were within reach of ordinary folk – the sort of people who like diesel engines because they're cheaper to run than petrol. So thirsty V8 petrols became even less popular.

There was also the little matter of running costs. The L322 is a big, sophisticated machine, which means there are lots of items that can – and all too often will – go wrong.



Putting them right can be expensive, but not as costly as ignoring them. A neighbour of mine paid £10,000 for his L322 just over two years ago. Now he's scrapping it, because he has neglected servicing and repairs and the price of putting all the faults right is more than the vehicle is now worth.

Trawl through the eBay adverts and you'll see what I mean. The average price of an L322 is a little over £4000, with diesels and LPG conversions fetching the best prices. In fact LPG conversion specialists are currently reporting a new boom in business from owners of V8 petrol L322s.

At the time of writing there's a 2003 Vogue 4.4 V8 petrol with 146,000 miles on the clock that has attracted just one eBay bid, for £3000.

The owner admits: "It has rust on the back arches and tailgate, the driver's seat trim is broken and the trim could do with a good clean.

"Under the bonnet, the engine cover is missing and the fan shroud is cracked. The engine runs great with no smoke, but the timing chain tensioner has failed and is making a clicking noise. Due to this I would not advise driving it at all.

"It is too good to break, but it needs a bit of time spent on it."

A bit of an understatement, maybe, but it would certainly make a good project vehicle for somebody who understands the technology of modern cars. You could end up with a car to treasure.

Satisfied L322 owners have included former Top Gear presenter, Jeremy Clarkson, who a decade or so ago wrote in the Sunday Times that his Range Rover TDV8 Vogue and it was "the best car in the world and best 4x4".

And there's no arguing with Jezza. Just ask his former producer.





## EARLY SERIES I

**80" – 1948 TO 1953**

THIS IS where it all began. The original 80-inch Land-Rover now fetches big prices for really good ones. Even barn-find derelicts fetch good money for restoration projects. The earlier and more original, the better. 1948-50 examples are the most sought-after, with pre-production and historic examples the most desirable. Post-1950 models offer the best value. The Holy Grail of Land Rovers is the "lost" centre-steer prototype from 1947 – if it still exists, that is.

**BUYER'S TIP:** Series I Club offers parts and advice.

### SPECIFICATIONS

**1948-1951:** 1.6-litre four-cylinder petrol, 55 bhp, 83 lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable. **1951-1953:** 2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft.

### PRICE GUIDE

**Project:** £2600 – £6600  
**Average:** £6600 – £7200  
**Good:** £7200 – £16,000  
**Excellent:** £16,000 – £50,000+



## LATER SERIES I

**86", 107", 88", 109" – 1953 TO 1958**

LATER SERIES Is aren't so pricey, but they still aren't cheap. However they are more user-friendly and easier to drive, too. The distinctive 107-inch Station Wagons, which look like they're built from giant Meccano, are extremely sought-after, and fetch good prices. The long wheelbase pick-ups represent very good value. Check any prospective purchase for rust – an inherent problem with all early (and many later!) Land Rovers.

**BUYER'S TIP:** There's never been a better time to buy.

### SPECIFICATIONS

2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft torque. Also, from 1957, 2-litre four-cylinder diesel, 52 bhp, 87 lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

### PRICE GUIDE

**Project:** £2000 – £4100  
**Average:** £4100 – £6500  
**Good:** £6500 – £15,000  
**Excellent:** £15,000 – £50,000+



## SERIES II/SERIES IIA

**88" AND 109" 1958 – 1971**

IN 1958 the Series I was replaced by the more rounded Series II – the classic Land Rover shape that you still see today in the Defender. Values of Series IIs are rising sharply – pre-1961 and MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which help them keep up with modern traffic. A SII should be a good ride. If it isn't, check the leaf springs aren't badly rusted and seized – and consider replacing with parabolics.

**BUYER'S TIP:** Short wheelbases are great everyday drives.

### SPECIFICATIONS

**1958:** 88s, diesels to 1961 and all transmissions same as Series I. **1958-1971:** 2.25-litre four-cylinder petrol, 77 bhp, 124 lb-ft torque; 2.25-litre four-cylinder diesel, 62 bhp, 103 lb-ft torque. **1967-1971** (109 only): 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque.

### PRICE GUIDE

**Project:** £1000 – £2300  
**Average:** £2300 – £3800  
**Good:** £3800 – £6000  
**Excellent:** £6000 – £14,000



## SERIES III

**88" AND 109" 1971 – 1985**

JUST TEN years ago you could still pick up cheap and cheerful Series IIIs, but not any more. Yet IIIs still make affordable restoration projects, as parts are reasonably priced and readily available. The simplicity of the design makes them ideal for the home mechanic. Tidy originals command higher prices. The Stage One V8 is particularly sought-after, the ultra-rare short wheelbase version even more so. Look after your Series III and it will hold its value.

**BUYER'S TIP:** Affordable classic with parts still plentiful.

### SPECIFICATIONS

2.25 petrol/diesel and transmissions as Series IIA, 2.6 six-cylinder produced up to 1979. **1979-1985 Stage One V8** (109 only): 3.5-litre V8 petrol, 91 bhp, 166 lb-ft torque. LT95 four-speed manual with permanent 4WD.

### PRICE GUIDE

**Project:** £700 – £2000  
**Average:** £2000 – £3600  
**Good:** £3600 – £6000  
**Excellent:** £6000 – £14,000



## MILITARY LIGHTWEIGHT

**88" SERIES II AND SIII 1968 – 1984**

THE AUSTERE version of the Series Land Rover, built for the armed forces. In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, as well as an alternator to replace the old dynamo. Today, Lightweights are in high demand with enthusiasts, so expect good ones to fetch serious money.

**BUYER'S TIP:** Always in demand and rising in value.

### SPECIFICATIONS

2.25 petrol engines and transmissions as for Series IIA and Series III

### PRICE GUIDE

**Project:** £1300 – £2500  
**Average:** £2500 – £6100  
**Good:** £6100 – £8000  
**Excellent:** £8000 – £18,000







### RANGE ROVER 1 (CLASSIC)

**1970 TO 1996**

EARLY THREE-DOOR examples command serious money and rarity, together with classic car collectors, are pushing prices up even further. But rust is the biggest enemy and steel body panels are getting difficult to source. V8s are expensive to run, but the later Tdi diesels are reasonably frugal. Later models certainly represent the best value and prices are rising, with high-spec versions like the Vogue SE or 4.2 LSE the most desirable.

**BUYER'S TIP:** A truly driveable classic.

#### SPECIFICATIONS

**1971-1983:** 3.5-litre V8, 125 bhp, 185 lb-ft torque. **1986-on** 3.5 EFI: 165 bhp, 206 lb-ft. **1989-1996:** 3.9 EFI V8, 185 bhp, 235 lb-ft or 4.2, 200 bhp. **1986-1992:** 2.4 VM turbo diesel, 112 bhp, 183 lb-ft, later 119 bhp 2.5.

#### PRICE GUIDE

**Project:** £1800 – £3100  
**Average:** £3100 – £5200  
**Good:** £5200 – £7500  
**Excellent:** £7500 – £100,000+



### FORWARD CONTROLS

**SERIES IIA, IIB – 1962 TO 1972; 101 – 1972 TO 1978**

THE SERIES IIA and IIB models were aimed at the civilian market: big capacity payloads for farmers and builders, but blighted by under-powered 2.6-litre six-cylinder petrol engines. The later 101 Forward Control – a big beast in every respect – was a no-nonsense military gun tractor with typical V8 petrol thirst. Some parts can be pretty hard to find, but there is fantastic back-up from clubs, with loads of fellow enthusiasts. But do you have the room on your drive?

**BUYER'S TIP:** Expensive to run – and buy.

#### SPECIFICATIONS

**SIIA/IIB:** 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque. **101:** 3.5-litre V8 petrol, 128 bhp, 185 lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

#### PRICE GUIDE

**Project:** £2400 – £3800  
**Average:** £3800 – £5400  
**Good:** £5400 – £8100  
**Excellent:** £8100 – £17,000



### NINETY/ONE TEN

**1983 TO 1990**

THE VERY first of the coil-sprung utilities still retained the 2.25 engines from the outgoing Series III, but they were soon replaced by 2.5 units, plus an 85 bhp turbodiesel in 1986. Many are now retro-fitted with later Tdi engines. If not looked after, they are prone to rust, but good ones defy the years and continue to perform, and there's no shortage of spares. Prices are rising – not least because those over 25 years old ones can be legally exported to the USA.

**BUYER'S TIP:** Early models in original condition are rare.

#### SPECIFICATIONS

**1983-1985:** Engines as Series III/ Stage One V8. LT77 five-speed fitted to four-cylinder models. **1985-1990:** 2.5-litre petrol, 80 bhp, 129 lb-ft torque; 2.5 diesel, 68 bhp, 113 lb-ft; 3.5 V8 petrol, 113 bhp, 185 lb-ft, 134 bhp from 1986. LT85 five-speed fitted to V8 models.

#### PRICE GUIDE

**Project:** £1600 – £2900  
**Average:** £2900 – £4100  
**Good:** £4100 – £6100  
**Excellent:** £6100 – £13,000



### DISCOVERY 1

**200TDI/300TDI/V8 – 1990 TO 1998**

LAND ROVERS don't have to be expensive. If you're looking for a deal, the Disco 1 is very affordable. It is a capable off-road and refined too, but rust is a massive problem. Of course if you're handy with a welder, there's nothing that can't be sorted. Check out the floor, sills and inner wings. If regularly serviced, 200Tdis and 300Tdi engines are pretty bulletproof. Prices starting to rise now as collectors snap up good early examples.

**BUYER'S TIP:** Getting rarer, but still good ones out there.

#### SPECIFICATIONS

**200Tdi:** 1989-1994. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. LT77S five-speed transmission. **300Tdi.** 1994-1998. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission. V8s as Range Rover Classic.

#### PRICE GUIDE

**Project/trade:** £300 – £800  
**Average:** £800 – £2300  
**Good:** £2300 – £3900  
**Excellent:** £3900 – £6300



### DEFENDER 200TDI

**1990 TO 1994**

DESIGNED FOR the Discovery, Land Rover's 200Tdi engine also ended up under the bonnet of the Ninety and One Ten, which were renamed Defender 90 and 110 to avoid confusion with the new model. This was the beginning of the golden era of Defenders and many would argue the greatest vehicles ever built. Recent owners will be pleased to hear there is a plentiful supply of engines and gearboxes from scrapped Discoverys of the same era.

**BUYER'S TIP:** Try to find one on a galvanised chassis.

#### SPECIFICATIONS

2.5-litre turbo-charged, direct-injection diesel. 107 bhp, 195 lb-ft torque. LT77S five-speed transmission.

#### PRICE GUIDE

**Project:** £2500 – £3500  
**Average:** £3500 – £6000  
**Good:** £6000 – £12,000  
**Excellent:** £12,000 – £35,000





## RANGE ROVER 2 (P38A)

1994 TO 2002

BETTER THAN some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. The only downside: replacement parts can be pricey. The diesel option is a BMW six-pot turbo.

**BUYER'S TIP:** A lot of luxury for not much money.

### SPECIFICATIONS

4.0: 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. 4.6: 4.6-litre V8 petrol, 225 bhp, 277 lb-ft torque. 2.5: 2.5-litre six-cylinder turbo diesel, 134 bhp, 199 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

### PRICE GUIDE

Project/trade: £300 – £800  
Average: £800 – £2000  
Good: £2000 – £3400  
Excellent: £3400 – £6700



## FREELANDER 1

1997 TO 2006

AN AFFORDABLE entry-level Land Rover, but looking dated now. The 1.8 petrol engines are troublesome and best avoided. We'd opt for the more reliable diesel, which is economical and mechanically simple, but make sure it has been properly serviced, with particular attention to timing belt renewal. The later TD4 is more complicated but is chain-driven so no timing belt worries. Best news of all: Freelander has no rust issues to worry about.

**BUYER'S TIP:** Td4 diesel is a great secondhand buy.

### SPECIFICATIONS

Petrol: 1.8-litre four-cylinder petrol, 118 bhp, 121 lb-ft; 2.5-litre V6 petrol, 177 bhp, 177 lb-ft torque. Diesel: 1997-2000. 2-litre Rover four-cylinder turbo diesel, 96 bhp, 155 lb-ft torque. R380 five-speed transmission. 2000-2006: 2-litre BMW Td4, 110 bhp, 192 lb-ft.

### PRICE GUIDE

Project: £300 – £650  
Average: £650 – £1700  
Good: £1700 – £3000  
Excellent: £3000 – £5600



## DEFENDER 300TDi

1994 TO 1998

WHEN THE Discovery 1 received the refined new 300TDi engine, so did its Defender stablemate. Reliable, simple and easy to modify, these Defenders are as popular as ever. LWB 110s are usually cheaper, with the short wheelbase 90s in biggest demand. Good ones hold on to their value and will always be easy to sell. The 300TDi is a legendary lump that is good for 250,000 miles if properly serviced, with timing belts changed at correct intervals.

**BUYER'S TIP:** Still as popular as ever.

### SPECIFICATIONS

2.5-litre turbocharged, direct-injection diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission.

### PRICE GUIDE

Project: £2700 – £3600  
Average: £3600 – £6200  
Good: £6200 – £12,000  
Excellent: £12,000 – £40,000



## DISCOVERY 2

1998 TO 2004

THE DISCOVERY 2 retained the stepped-roof looks and basic shape of its predecessor, but got an improved chassis, bodyshell and suspension, along with new engines and axles. It was the best-handling Land Rover in its day and there are plenty to choose from. V8 petrols are expensive to run, Td5 diesels economical. The bodies last well, but the chassis is prone to spectacular levels of rust – putting many examples beyond economic repair.

**BUYER'S TIP:** Carefully check that chassis for corrosion.

### SPECIFICATIONS

Td5: 2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. V8: 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

### PRICE GUIDE

Poor: £1000 – £1500  
Average: £1500 – £2300  
Good: £2300 – £3700  
Excellent: £3700 – £6500



## DEFENDER TD5

TD5 – 1998 TO 2007

THE FIVE-CYLINDER Td5 was the last Land Rover-derived diesel engine and it has proved pretty bulletproof over the years. Now in great demand as prices for all Defenders steadily rise. There are a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy amount of truck cabs and hard tops are always on sale. Reliable, but check service history.

**BUYER'S TIP:** Check for rear crossmember rust.

### SPECIFICATIONS

2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

### PRICE GUIDE

Poor: £4100 – £5000  
Average: £5000 – £7100  
Good: £7100 – £12,000  
Excellent: £12,000 – £17,000







### RANGE ROVER 3 (L322)

**2002 TO 2012**

THE THIRD-GENERATION Range Rover remains a vehicle to aspire to own. Earlier examples are very affordable, but don't underestimate the running costs – especially from the petrol V8s. The Td6 is, of course, less thirsty. Drivetrain and electric problems are common now, although most electronics can be sorted with modern diagnosis equipment. When L322s start to go wrong, they get very expensive. Parts aren't cheap, either.

**BUYER'S TIP:** Prices tumbling – but not cheap to run.

#### SPECIFICATIONS

**2002-2005:** 4.4-litre BMW V8 petrol, 282 bhp, 325 lb-ft torque.  
**2002-2007:** 3.0-litre BMW Td6 turbo diesel, 177 bhp, 287 lb-ft torque.

#### PRICE GUIDE

**Poor:** £3800 – £4500  
**Average:** £4500 – £6600  
**Good:** £6600 – £7900  
**Excellent:** £7900 – £33,000



### DISCOVERY 3

**2004 TO 2009**

WITH A production run of just five years before it was replaced, the Discovery 3 is the shortest-lived Land Rover model of modern times. Early models suffered reliability issues, usually caused by water ingress into the electrics. Running costs are high on the thirsty (ex-Jaguar) 4-litre V8 petrol models, but the vast majority of models on the secondhand market are economical 2.7 V6 diesels, which offer sensible running costs. No rust issues.

**BUYER'S TIP:** Check for full service history.

#### SPECIFICATIONS

**2.7-litre V6 turbo diesel,** 190bhp, 324 lb-ft torque.  
**4.4-litre V8 petrol,** 300bhp, 313 lb-ft.

#### PRICE GUIDE

**Poor:** £4000 – £5000  
**Average:** £5000 – £7800  
**Good:** £7800 – £9500  
**Excellent:** £9500 – £14,000



### RANGE ROVER SPORT 1

**2005 TO 2013**

THE SPORT fulfils the fast premium 4x4 segment with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models still popular. But are they beginning to look dated?

**BUYER'S TIP:** Good ones still in demand.

#### SPECIFICATIONS

**2005-2009:** 2.7-litre V6 turbo diesel, 190 bhp, 324 lb-ft. 4.4-litre V8 petrol, 300 bhp, 313 lb-ft.  
**Supercharged V8** 390 bhp, 406 lb-ft. **2009-on:** 3.0-litre V6 diesel, 244 bhp, 442 lb-ft. 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

#### PRICE GUIDE

**Poor:** £8000 – £11,000  
**Average:** £11,000 – £13,000  
**Good:** £13,000 – £15,000  
**Excellent:** £15,000 – £38,000



### DEFENDER TDCi

**TDCi 2007 TO PRESENT**

FOUR-CYLINDER Ford turbo-diesel (borrowed from the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of front air vents and the distinctive humped bonnet aren't to everyone's taste – and not everybody loves the transmission either – but the brilliant off-road ability remains. The original 2.4-litre engine was replaced for 2012 with a new 2.2 with better emissions. UK production now ending.

**BUYER'S TIP:** Values holding as well as ever.

#### SPECIFICATIONS

**2007-2012:** 2.4-litre four-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **2012-on:** 2.2-litre four-cylinder turbo diesel, 122 bhp, 265 lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

#### PRICE GUIDE

**Poor:** £6600 – £8500  
**Average:** £8500 – £12,400  
**Good:** £12,400 – £17,600  
**Excellent:** £17,600 – £50,000



### FREELANDER 2

**2006 TO 2015**

A MASSIVE improvement on Freelander 1. The towing capacity is just 2000 kg compared to the 3500 kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Lack of low range and ground clearance prevents hardcore off-roading, but it is still competent in the rough. Reasonable on fuel and with a decent-sized boot, too, there are no rust issues and it's ultra-reliable. Residual values falling now it has been superseded by Discovery Sport.

**BUYER'S TIP:** An economical and trouble-free buy.

#### SPECIFICATIONS

**2.2-litre four-cylinder turbo-diesel,** 150 bhp, 295 lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent four-wheel drive.

#### PRICE GUIDE

**Poor:** £5100 – £6500  
**Average:** £6500 – £8100  
**Good:** £8100 – £9500  
**Excellent:** £9500 – £16,500





### DISCOVERY 4

**2009 TO PRESENT**

ALTHOUGH FROM the outside it looks like its predecessor, even sharing a few body panels, under the skin this is a very different animal altogether. With a powerful new diesel engine and all the reliability issues of the Discovery 3 now gone, this brilliantly versatile vehicle is as popular now as it was six years ago. It's a true seven-seater but fold those seats flat and you've got a cargo area comparable to a Transit van. The ultimate family car.

**BUYER'S TIP:** The very best tow car, bar none.

#### SPECIFICATIONS

3.0-litre V6 turbo diesel, 244bhp, 442 lb-ft torque.

#### PRICE GUIDE

**Poor:** £9,000 – £14,000  
**Average:** £14,000 – £17,000  
**Good:** £17,000 – £24,000  
**Excellent:** £24,000 – £58,000



### RANGE ROVER EVOQUE

**2011 TO PRESENT**

NOT A favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. 2WD is more economical, but 4WD is the better performer, and it's not bad off-road. Launched in 2011, there are lots available on the market and as such some real bargains. The Evoque was updated for 2015, with styling tweaks and cleaner engines, namely the 2.0-litre Ingenium diesel. Priced from £30,200; it's stylish but not practical.

**BUYER'S TIP:** Plenty of used cars available, so be picky.

#### SPECIFICATIONS

Four-cylinder 2.2-litre turbodiesel, 147 bhp or 197 bhp; 2.0-litre petrol, 236 bhp. Six-speed manual or automatic. Ingenium 2.0 turbodiesel, 148 bhp or 178 bhp. Six-speed manual or nine-speed automatic. 2WD or 4WD.

#### PRICE GUIDE

**Poor:** £9,000 – £14,000  
**Average:** £14,000 – £17,500  
**Good:** £17,500 – £23,000  
**Excellent:** £23,000 – £51,800



### RANGE ROVER 4 (L405)

**2012 TO PRESENT**

WITH ITS aluminium chassis the fourth generation Range Rover is 420 kg lighter than its predecessor and, coupled with efficient new diesel engines, it's more frugal than any previous Range Rover. It's all comparative though! Taking depreciation into account, it will be several years before secondhand models offer economical motoring for all but the well-heeled. At present, values holding well.

**BUYER'S TIP:** A lot of car – for a lot of money.

#### SPECIFICATIONS

3-litre V6 (258 bhp) and 4.4-litre V8 (339 bhp) turbo-diesel engines; supercharged 5-litre V8 petrol (510 bhp). Eight-speed automatic gearbox.

#### PRICE GUIDE

**Poor:** N/A  
**Average:** £39,000 – £45,000  
**Good:** £45,000 – £64,000  
**Excellent:** £64,000 – £100,000+



### RANGE ROVER SPORT 2

**2013 TO PRESENT**

ALTHOUGH THE Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. Not only is it £20,000 cheaper, but performance, handling and economy are all better than its big brother. Although few will ever see a greenlane run, it's a brilliant off-road performer. Like all modern Land Rovers, it has a reputation for reliability too.

**BUYER'S TIP:** They don't come cheap.

#### SPECIFICATIONS

3-litre TDV6 (254 bhp) and SDV6 (288 bhp) turbo diesel engines; supercharged 5-litre V8 petrol (503 bhp). Eight-speed automatic gearbox.

#### PRICE GUIDE

**Poor:** N/A  
**Average:** £39,000 – £42,000  
**Good:** £42,000 – £49,000  
**Excellent:** £49,000 – £75,000



### DISCOVERY SPORT

**2015 TO PRESENT**

WHILST ON paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast altogether. Like all Land Rovers, it's built to be best in class off-road, but its on-road handling is astonishing, too. *LRM* editor Dave got the opportunity to drive it for hours on solid ice, in Iceland, and it never put a foot wrong. Considering all of the new technology, this versatile mid-size SUV represents excellent value for money. One of the most important cars of 2015.

**BUYER'S TIP:** Now comes with new Ingenium engine.

#### SPECIFICATIONS

2.2-litre SD4, 190bhp. Six-speed manual and nine-speed automatic gearboxes.

#### PRICE GUIDE

**Poor:** N/A  
**Average:** N/A  
**Good:** N/A  
**Excellent:** N/A  
 (new prices start at £32,395)



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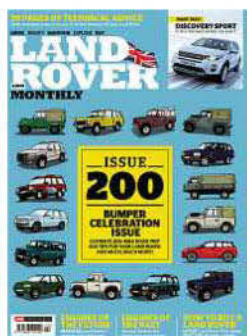


# BACK ISSUES



## WINTER ISSUE

WINTER DRIVING Advice; Christmas Gift Guide; New Forest Defenders; Stage One V8 Project completed; Holland & Holland Range Rovers; 2.25 petrol engine (part 2); Series II rebuild; Freelander 2 service



## FEBRUARY 2015

HISTORY OF LRM; Discovery Sport: 1st drive; 1998 Anniversary Defender V8; Engines of the future; Tanzania safari; Series I restoration; Td5 engine explained; Discovery front bearings; Classic Q&A



## MARCH 2015

SUPER-FAST 6.2 V8 Defender; Herefordshire greenlaning; Range Rover Evoque Survival Guide; Electric Defender; Freelander Service Guide; 6x6 Defender; Around the World Adventure; Classic Q&A



## APRIL 2015

HOW TO make your Land Rover last for ever; Darien Gap: exclusive interview; Series I fire engine; North Yorkshire greenlaning; Series gearboxes; Lock grip wrenches; Exploring France by Land Rover



## MAY 2015

MAKE THE most of summer in a topless Defender; Discovery 2 expedition truck; Heritage production line; Early 5-door Range Rover; Soldering torches tested; Defender air conditioning retrofitted



## JUNE 2015

DEFENDER MONSTER Truck; HM the Queen's Series III; Forward Control 101 Survival Guide; Nottinghamshire greenlaning; Defender air-con; Classic Q&A; Freelander wheel bearing replacement



## JULY 2015

EXPEDITION SPECIAL: How to travel the world in your own Land Rover; Range Rover rescue; Series transmissions; Defender chassis swap; Somerset greenlaning; WW1 battlefields tour



## AUGUST 2015

BUYING GUIDE: Defender Wolf; AC/DC star Brian Johnson; Series I double cab; Range Rover stretch limo; Defender mobile bar conversion; rust remedies; how to fit cruise control



## SEPTEMBER 2015

GRAND ROVER: Buying a Land Rover for less than £1000; How to weld (part 1); Essential towing advice; Australian adventure; NAS Defender 90; Series III eBay bargain; Dunsfold open weekend



## OCTOBER 2015

BILLING SHOWSTOPPERS; Defender 90 rebuild; Greenlaning Survival Guide; Freedom Trailers; Wales greenlanes; How to weld (part 2); Metal cutters tested; Travelling chef's Series III



## NOVEMBER 2015

LRMS V8 One Ten project unveiled; 5.7 V8 Ninety; New Ingenium engine put through its paces; Wading tips; How to fix electronic park brakes; Historic Series I; Rugby World Cup on tour in Defender



## DECEMBER 2015

Special issue to mark the end of Defender production; leaf-sprung line-up at Goodwood Revival; 2016 Range Rover Evoque on test; Police Discovery; Fixing electrical faults; Irish greenlaning

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## [TERRY AND BEN FISHER, CHESTER] LEGO SERIES III

### Who builds a LEGO Land Rover?

I was off work with a long-term illness and I needed to take my mind off things for a while. My ten-year old son Ben loves LEGO, cars and our Freelander Td4, so we decided to build a LEGO Land Rover.

### What happened next?

We built a Rover V8 engine. It was way too big and not to scale so we started again. Originally we used whatever parts and blocks we had, so our early prototype was a rainbow of colours.

### Tell us more about...

What you see here consists of approximately 1100 bricks. It measures 27cm in length and is 13cm high and wide.

It was critical to get the little details just right. This includes the opening doors, bonnet and removable hard top. Plus it also has a petrol filler cap, mud flaps and full exhaust system.

As for the interior it has adjustable front seats, moving gearstick, lifelike

gauges and highly detailed engine bay. The grille is removable so you can see all the bits in the engine bay.

### Why a Series III?

We wanted something that was classic-looking and the Series III SWB definitely ticked all the boxes for us.

### How did you go about it?

We used several images as a guideline because we only have a Freelander.

We initially wanted a Series III with bench-styled seating in the front but this did not work out.

We have only used standard LEGO parts. The engine clips in and out, which is pretty neat – much easier than doing a real engine rebuild!

### Has it been well received?

Someone said that it was sitting too low; the tyres were too close to the wheel arch. We don't mind constructive criticism and so we made the necessary adjustments. Another recent change we have made is to the chassis. It is now

completely separate to the rest of the vehicle. This definitely makes it a more realistic representation of a Land Rover. We are very happy with the changes.

### What about costs?

We have spent well over £100 as we've had to individually buy the bricks and the parts. It's like doing a great big puzzle, you just need to figure out which bricks or bits will work best. If LEGO does start producing them expect to pay around £80 for one.

### So when will LEGO start producing these models?

We are currently listed on the official LEGO ideas website (see <https://ideas.lego.com/projects/116805>). In the month that we have been there we have had almost 500 people sign up as our supporters. LEGO has given us a year to get to 1000 supporters. If we do this they will extend our time on the site with 5000 supporters as our next target.

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